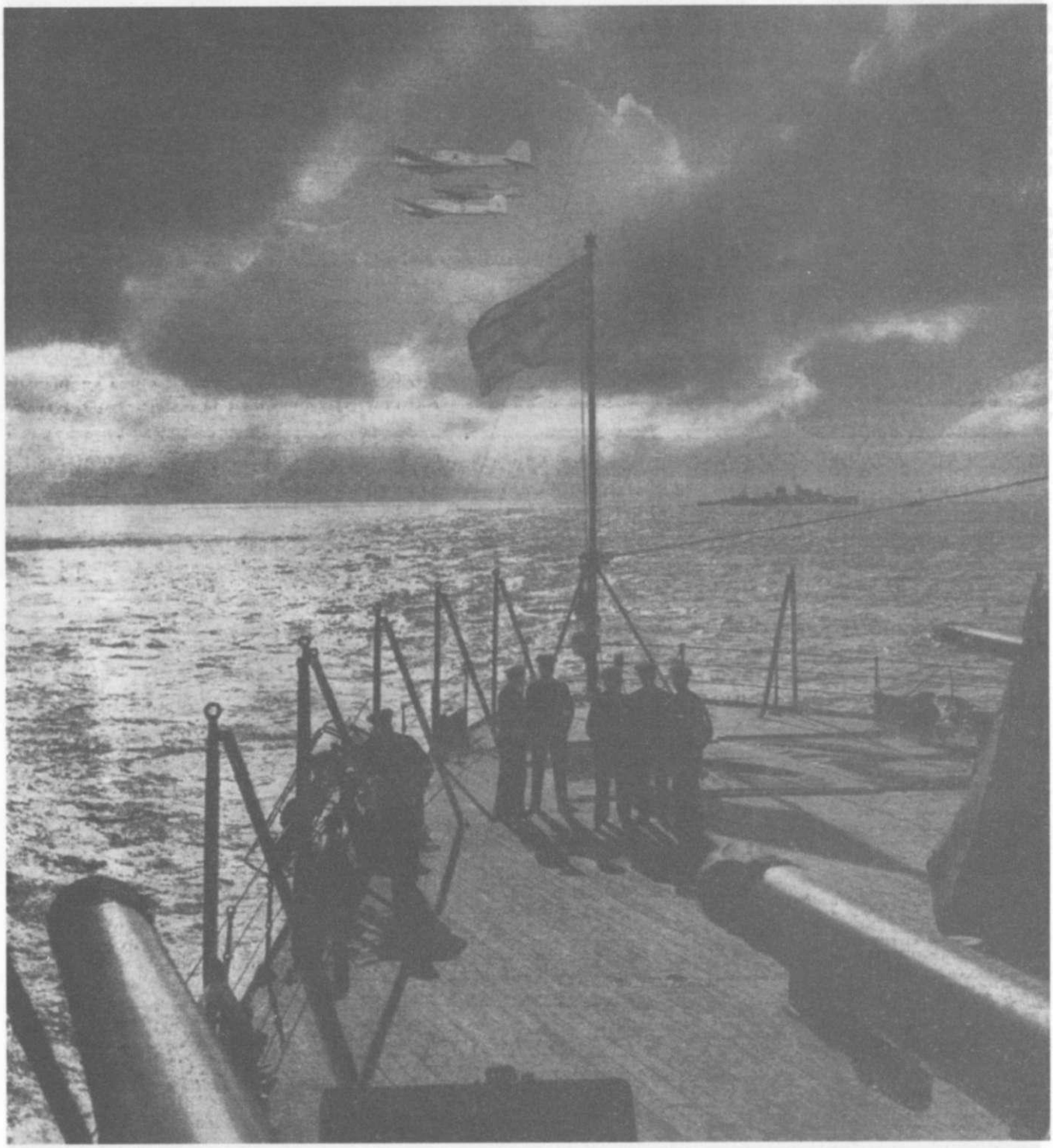
The War Illustrated

Vol. 1 A Permanent Picture Record of the Second Great War No. 17



The gallant fight of the three British cruisers, "Achilles," "Ajax," and "Exeter," against the "Admiral Graf Spee" turned the eyes of the world upon three of those ships of the British Navy whose part in sea warfare is no less important, no less hazardous, yet generally far less spectacular than that of the capital ships that fight fleet actions. The cruisers, ranging from 4,000 to 10,000 tons, keep the Seven Seas for the Allies and are scattered all over the world. Here is the scene on the deck of one of them engaged in patrolling the North Sea at sunset. In the distance is another cruiser, and overhead speeds a flight of R.A.F. reconnaissance aircraft.

Photo. Planet News

Britain's Army Is in the Front Line Again

Shortly before Christmas there came the news that the British Army in France was not only "in the line" but had suffered its first casualties in patrol action against the foe.

ALMOST twenty-one years after they fired their last shot in the Great War—it was just before eleven on the morning of November 11, 1918, just outside Mons—the British were in action again against the same foe, although under very different circumstances. In 1918 they were engaged in open warfare pursuing the defeated and demoralized invader. Now they had their places in the greatest system of permanent fortifications which the world has ever seen—that Maginot Line which marks the impregnable front of the defenders of civilization and culture in the West.

The fact that British troops were actually in the front line and had exchanged shots with the enemy came out in connexion with King George's visit to France early in December. Shortly after he had arrived back in London, it was announced that his Majesty had inspected troops who had only just come in from the forward positions in which they had been in fighting contact with the enemy. The names of no regiments were mentioned, but it was understood that the men were drawn from some of the most famous of the Midland units.

It is not to be understood that the British were occupying any of the great underground fortresses of the Line; that responsibility falls to the French fortress troops who have been specially chosen for the task. Those fortresses are like battleships, and the men who man them must first be subjected to years of training and arduous preparation.

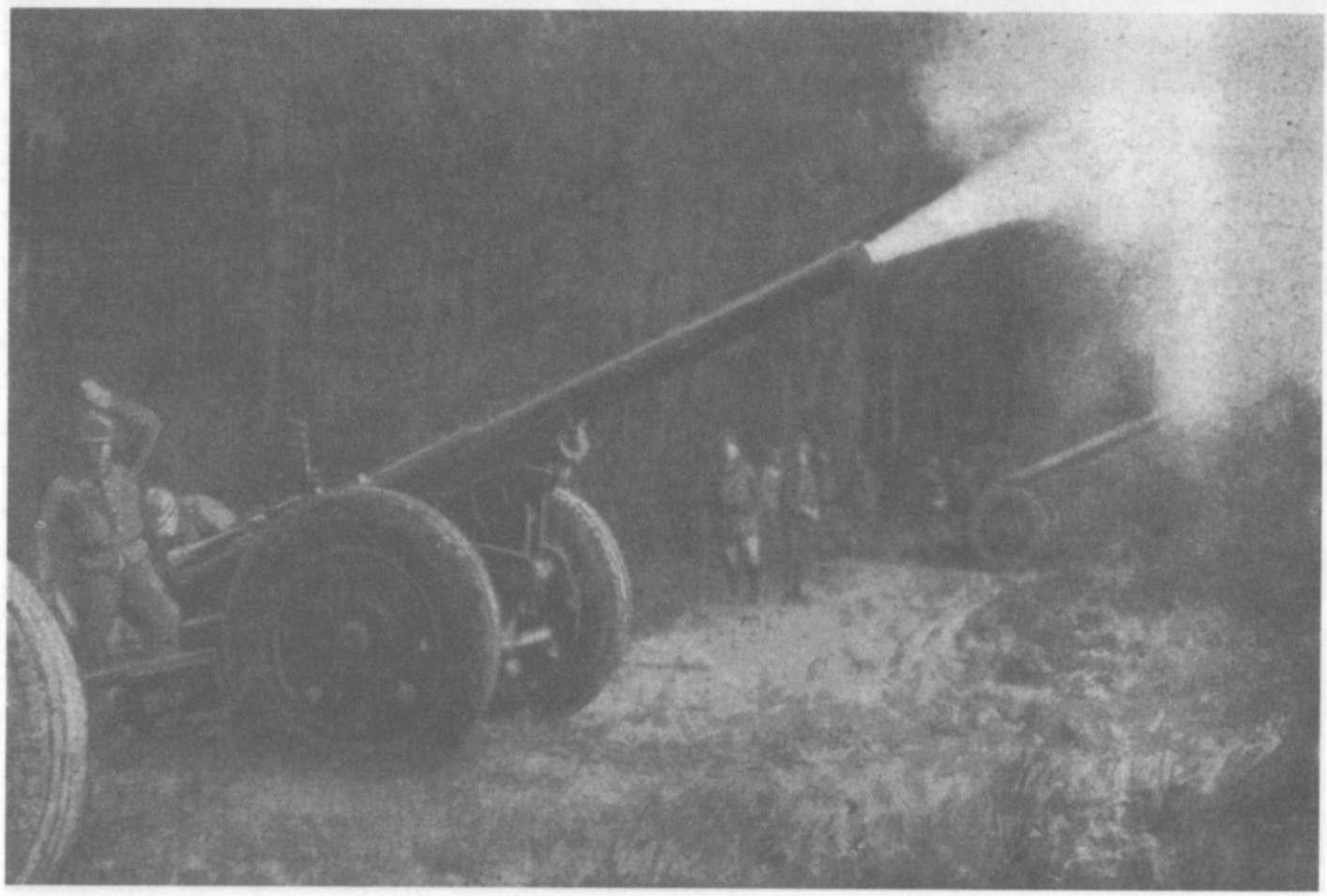
But in between the forts and far out in the "No-man's land" which stretches right up to the wire in front of the Siegfried Line, there is a complicated network of outposts and a stretch of territory of varying width which is systematically patrolled. It is in this area, in between sectors held by French troops, that the advance guard of the British Army in France has now taken up its position. British troops have their eyes glued to their periscopes in the most advanced observation posts; British soldiers have their guns mounted and ready to fire in the concrete machine-gun posts; at dawn and dusk they stand to at the parapet; when night falls British patrols move out into the dark and dangerous zone in search of prisoners and information.

Occasionally in these nocturnal perambulations they have come into contact with German patrols making a similar reconnaissance. It was in such a clash on the front at Buschdorf, near the Luxemburg frontier that—according to a French report—these hardy Midlanders first used rifle and bomb against the enemy. A night or two later there was a similar clash. Attacks were driven off or frustrated, bombs thrown, shots exchanged, and the information brought back was of the greatest value.

First British Casualties

On December 17 the first casualties of the B.E.F. since they took over a sector of the Maginot Line were announced officially in the words: "The British now have their wounded and even their dead on French soil once again."

One of the casualties was an infantry sergeant-major of sixteen years' service,



If as a last desperate throw Hitler should attempt a break-through on the Western Front, he will have many formidable obstacles to overcome before he can even approach the outworks of the Maginot Line. Here is a typical one, a battery of French 105-mm. guns, equivalent to 3½-in. The man with his hand raised has just fired the gun. The guns of the French artillery, most of which are built at the famous Schneider-Creusot works, are second to none in design and workmanship.

Photo, Planet News

Taking the Discomfort of War in Their Stride

These three men of the British Expeditionary Force are taking the mud, as they take all other discomforts, in their stride. Rain has been as heavy and constant in the opening months of this war as it was in the autumn of 1914, but it has not caused quite the same acute discomfort to the troops as it did then, for they are occupying carefully prepared positions and the ground is not pitted with shell holes that quickly become quagmires as it was twenty-five years ago.

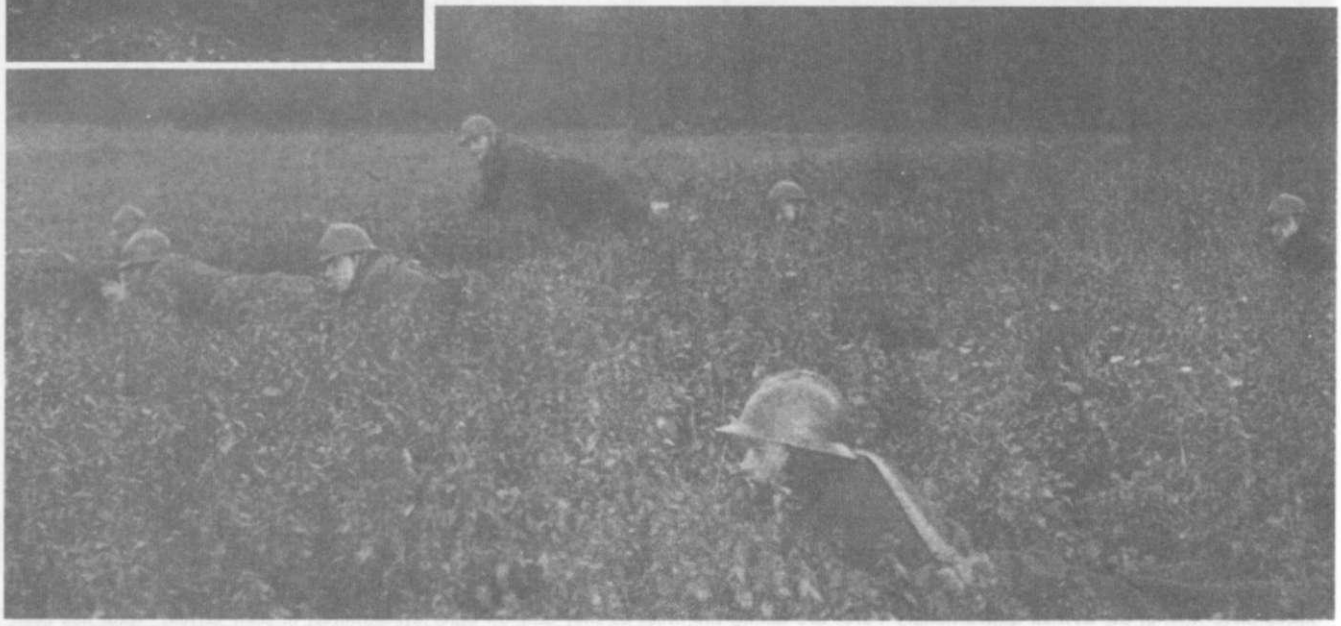
Photo, British Official: Crown Copyright

That great range of linked fortresses which is known as the Maginot Line is to the greatest possible extent self-contained and self-supporting, so that the troops who man it have only the discomforts of comparatively confined space and constant artificial light to contend with. There are ample stores of food and well-equipped kitchens are provided. Left, the midday meal is being served many feet underground. Right, a Poilu is taking it easy in his rest-time lying on the top of an underground log cabin which has been named "Cabin—All's Well."
Photo, Planet News

who was visited in hospital somewhere behind the line by Mr. Douglas Williams, War Correspondent of the "Daily Telegraph." The sergeant-major had been instructed to take a small party from a well-known Midland county regiment out on patrol. The night was bitterly cold with occasional flurries of snow, and pitch dark. The little band set out on its reconnaissance into "No-man's land," worming its way over rough ground, sometimes crawling through holes half filled with water or cutting its way through old rusty wire.

All went well until they approached a gully. Then all of a sudden a mine went up—under their very feet it seemed —and several were wounded, including the sergeant-major. Though bleeding profusely from his arm wounds the latter rallied his men and pushed on through the darkness in the hope of catching any Germans that there might be about. A volley was fired into the unknown, but there was no reply and the party returned to attend to its wounded. These were then carried back across two miles of broken ground, and before dawn the party arrived in safety and tumbled into our lines.

So Christmas 1939 repeats in some measure those four war Christmases of 1914 to 1917. British troops are once again in the front line.



Day by day and night by night the French Army far in front of the Maginot Line keeps a watch on every movement of the German Army, so that a surprise attack at any time is impossible. Centre left is a French observation post equipped with the latest instruments looking out towards the German lines. The taking of prisoners is one of the main objects of the patrols. It is work of extreme danger and the French troops who volunteer for it are known as "Groupes Franes." Above, some of them are in training. *Photos, Planet News and Courtesy of French Embassy*

First to Arrive for Christmas in 'Blighty'

Glad to be back ? Well, you have only to look at their faces ! These British soldiers have just arrived on leave, among the first batch home from France.

The bus driver greets this soldier of the B.E.F. with a hearty handshake and wishes him a Merry Christmas. London may be dark, but it's a welcome sight to him and no blacker than the forward areas in France.

A soldier of the B.E.F. greeting his little daughter on arrival home. He has even got a sprig of mistletoe fastened to his rifle, so the wife will get a greeting, too.

Photo, Topical

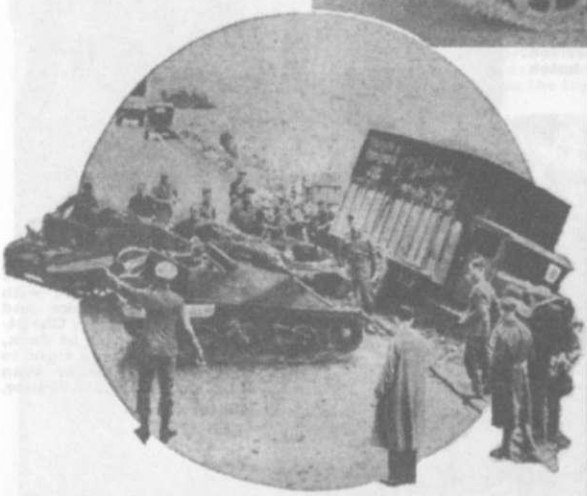
One of many happy scenes as the leave men arrived. A sergeant leaves the station with his kit, while the lady shoulders the rifle happily. To older readers such scenes will be reminiscent of leave trains twenty-five years ago, but with the vital difference that these men have not come from scenes of slaughter and filth.

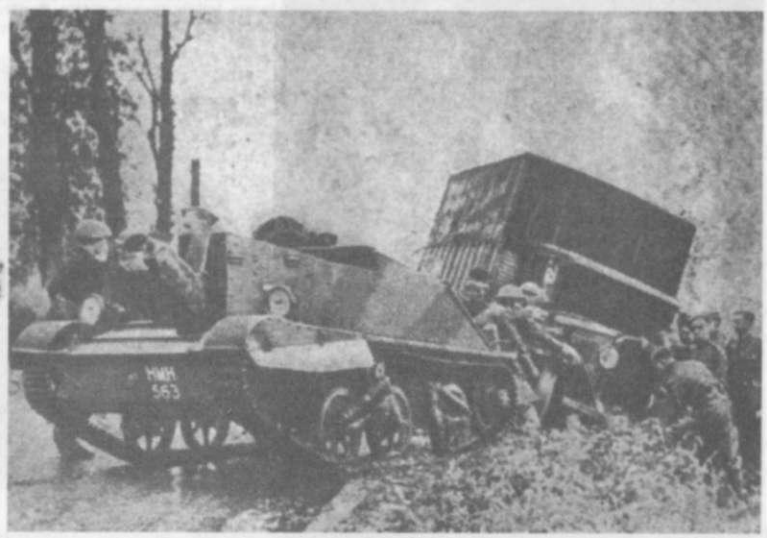
Photos, Fox

Here are some of the first arrivals for Christmas leave, and there's no mistaking the way they feel about it. Won't they be glad to get all that kit off ! Anyhow it is not clogged with mud as their fathers' was. Like the B.E.F. of the last war leave is a delight, but fortunately it is without the haunting fear of a quick return to war's worst horrors.

Here's To a Day's Good Deed Well Done!

THE British soldiers in France during the last war won the affectionate admiration of the French civilian population by their readiness to lend a hand in any task in which their help was needed. So again the soldiers of 1939 are giving practical proof of the fact that the alliance has something more than military significance. Here we have an instance. A French wine merchant's van has overturned in a ditch. Some British light tanks have come along and at once take the job in hand. Three of them are harnessed to the van to begin the work of salvage (right).





SUCH a change as this from the ordinary routine is very welcome to the Tommies, and all traffic is held up while the work of salvage is in progress. Above left, the tanks are ready to give the long pull, the strong pull, and the pull together that should prove irresistible. Succeseful it was, and the wine merchant's van is back on the roadwithneither bottles nor bones broken. It is now his turn to do his day's good deed — by depleting his stock with no niggardly hand (left).

Finland Was Not Stalin's Birthday Present

Still little Finland fought on against what might well have seemed irresistible odds. Weather and native valour kept the invader at bay—for the time being.

STALIN'S sixtieth birthday fell on December 21, and the Commissars in the Kremlin had planned, it would seem, a birthday present of much more than ordinary magnitude—nothing less, in fact, than a conquered Finland. Their kindly intention was defeated, however, by the Finns, who to the Russians' surprise protested in the strongest and most unmistakable fashion against their incorporation in the Soviet sphere. When the anniversary of Stalin's natal day dawned, it found his troops fighting desperately to retain those frontier territories which were all they had so far managed to seize.

The Red Army started the invasion with an immense superiority of men, 'planes, tanks, and all the other material of war. Three weeks later their advance beyond their own border nowhere exceeded twenty miles, and much of the territory occupied had been abandoned by the Finns for tactical reasons. Neither Helsinki nor any of the towns in the industrial region in the south had been taken; even the bombing of the first two days of the war was not repeated till Dec. 19—owing, perhaps, to the discovery that the bombing of civilians was an activity in which both parties could engage. The propaganda leaflet raids carried out by Finnish 'planes on Leningrad may also have played their part in Helsinki's lengthy immunity.

In the Karelian Isthmus the main forces of the Red Army made little progress, and despite the claims of the Moscow wireless, the Mannerheim Line was not breached in any spot. Offensive after offensive was launched by the Russians in the isthmus and north of Lake Ladoga, but each in turn failed to break the Finnish lines. Thousands of casualties were incurred, and in one day 14 of the Soviet tanks were destroyed.

In the far north, where the winter night was almost continuous, Petsamo changed hands time and again, until eventually the Finns left it as a burning ruin. Salmijaervi, where are the famous Anglo-American nickel mines, was the scene of fierce fighting, and although the Finns were ultimately compelled to withdraw, they had time to put the mining machinery out of action. To the south, the Russian drive across the "waist" of Finland with a view to reaching the shores of the Gulf of Bothnia and the railway at Oulu (Uleaborg), seemed to be halted after an initial success.

A special correspondent of the "Daily Telegraph," writing from Rovaniemi on this front on December 15, said that the shooting of the Finnish marksmen was deadly. The weather, moreover, was terrible. "If the Russians do not huddle

When the Red Army has been driven back by the Finns after an attempted advance, the Finnish Army has acquired many trophies. This young Finn has secured a Russian sword as a souvenir.
Photos, Associated Press

The Finns have not hesitated to lay waste their country to check the Russian advance. Left, a Finnish soldier is preparing to blow up a house that might provide useful cover for the enemy. Above are tank traps in front of the Mannerheim Line. It has been stated that the Finns have destroyed or captured 250 Russian tanks.

War's Tempest Blows Fiercely in the North

Above, a Soviet bomber of the twin-engined SB type brought down by Finnish gunfire. It displays the five-pointed Red Star.
Photo, Keystone

This map of Finland indicates all the sectors in which land operations are now in progress and the towns and villages prominent in the war news. The Russian strategic plan of cutting off the northern Finnish forces from those in the south by striking across the "waist" is explained. The Karelian Isthmus where the fighting has been fiercest, is shown in the small inset.

together," he said, "they die of cold. If they do crowd together round their camp fires, Finnish sentries pick them off one at a time without wasting a single shot." He talked with some of the miserably-clad Russian prisoners in the Petsamo area. "One of them," he wrote, "had only trousers and jacket. Only officers have vests and pants. Many corpses have been found clad in women's underclothes, looted from a co-operative store outside Petsamo. A captured Russian lieutenant showed me with pride a pair of corsets he was wearing. 'They keep me warm,' he said."

War in the Arctic

Fighting in a winter-blasted desert with a temperature of 20 degrees below freezing, and every building burnt to the ground, the plight of the invaders—many of whom were reported to have come from Soviet Asia—was pitiable. Their difficulties may have been enhanced by errors in leadership. Not only were the officers unused to warfare under such conditions, but they were said to be under the control of civilian political commissars, who assumed responsibility not only for the political morale of the troops but for the actual conduct of operations. This arrangement can hardly have conduced to success in battle; and, furthermore, the officers of the Red Army have been so purged and re-purged of recent years that their fighting efficiency may well have been affected.

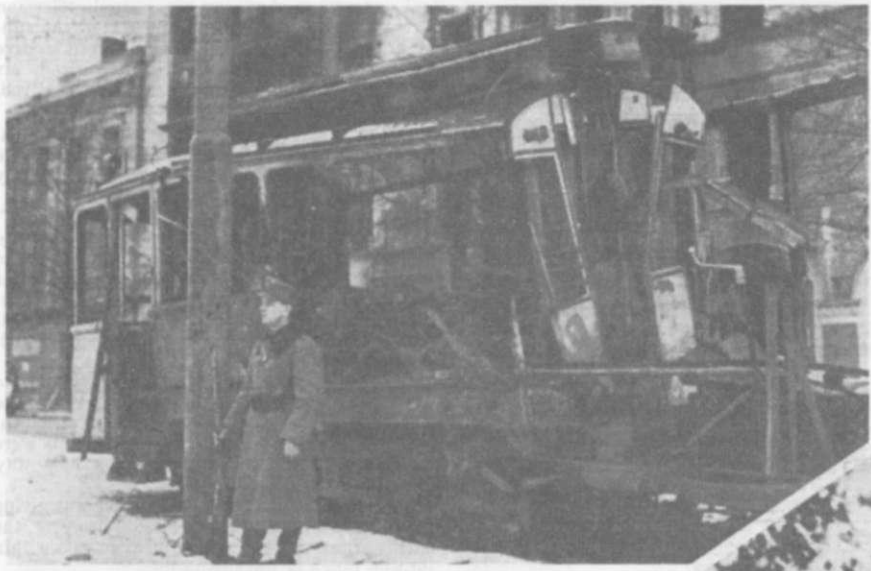
In the war of words, Moscow still maintained its quaint attitude that the Soviet Union was not at war with Finland. This was true if Finland indeed consisted of that little corner of "No-man's land" which was alleged to be under the control of "President" Kuusinen and his "People's Government of the Democratic Republic of Finland." That Finland which was defending itself so resolutely—that Finland which, as President Kallio declared in his broadcast to the

No 'Picnic' in Finland for the Red Army

Finnish Army, preferred death to Bolshevism—was not, so Moscow declared, the real Finland, but the "clique of Mannerheim and Tanner."

Such an assertion carried little weight with the outside world, which watched with unconcealed admiration a little people fighting to maintain its independence. The League of Nations on December 14 took the unprecedented step of declaring that "by its action against the Finnish State the Union of Soviet Socialist Republics has placed itself outside the League of Nations. It follows that the U.S.S.R. is no longer a member of the League."

Passers-by in Moscow are listening to the wireless of a car broadcasting the officially garbled story of a Russian advance in Finland.
Photos, Planet News, Central Press and Keystone



On the first day of the Russian campaign Viipuri was among the towns on which bombs were dropped by the Red Air Force. They struck houses and street traffic. Above is a tramcar set on fire by a Russian incendiary bomb.

Considerable material assistance was rendered, but, as a Finnish spokesman declared, "a small land like Finland with 3,000,000 people cannot be expected for ever to hold Russia with 180,000,000. Finland is fighting desperately for her life—a life which may last several months, possibly several years. But the big Russian bear is after the small Finnish dog, and though the dog may escape for a time, the bear must win in the end. Will all countries of the world stand by and see Finland slowly devoured . . . ?

The Finns have found a trusty ally in Winter. Temperatures as low as 20 degrees below zero and heavy falls of snow have presented considerable difficulties to the Russians. Snow has, moreover, been most useful as camouflage. Left is a Finnish gun in a wood with the ordinary camouflage such as is to be found on the Western Front. Right is such camouflage as snow provides. In the centre of this photograph is a Finnish soldier wearing one of the white camouflage coats seen in page 456. His face, waist belt and a glove alone are visible.

British Submarines' Best Week--So Far

The successes achieved by British submarines in the course of the previous week were disclosed on Monday evening, December 18, in a broadcast by Mr. Winston Churchill and statements issued by the Admiralty. The full story of the "Graf Spee," including Mr. Churchill's comments, appears in pages 526-530.

MR. CHURCHILL began his broadcast by expressing the satisfaction felt at the news that the pocket battleship "Graf Spee" had met her doom. He then proceeded:

Here at home in the North Sea our British submarines have had the best week I can remember in this or the last war. British submarines suffer from the serious disadvantage that they have very few targets to attack. They are not allowed by the custom of the sea and by the conventions to which we have subscribed to sink merchant ships without warning, or without being able to provide for the safety of the merchant crews. British submarines do not wage war on neutral vessels. They do not attack humble fishing boats. They have to work for the most part among the minefields and in the strongly defended waters of the Heligoland Bight. It is only when a German warship is sighted that they are able to use their power and skill.

AFTER giving an account of the exploits of the British submarines "Salmon" and "Ursula" (both of which are illustrated opposite) Mr. Churchill went on:

The Nazi Navy and Air Force are venting their wrath for these heavy blows by redoubling their efforts to sink the fishing-smacks and drown the fishermen in the North Sea; and all yesterday and today their Air Force has been trying to bomb individual unarmed merchant ships, including an Italian ship, which were moving up and down the East Coast of Britain. They have even in some cases machine-gunned the sailors on the decks of these unarmed merchant ships and fishing-boats. I am glad to tell you that the heat of their fury has far exceeded the accuracy of their aim. Out of twenty-four ships attacked by bombs yesterday and today, only six small boats engaged in fishing and one small coasting vessel have been sunk, and the bulk of the others, including the Italian, have not even been hit by the many bombs cast upon them.

These outrages are the tactics of a guilty regime which feels the long arm of sea power laid upon its shoulder.

Although German mines of all kinds are being scattered profusely upon the approaches to our island, I am able to tell you tonight that the whole vast movement of British traffic is proceeding, I will not say unimpeded, but uninterrupted; and that yesterday the leading division of the Canadian Army, strongly escorted across the ocean and guarded by our main Battle Fleet, disembarked safely and smoothly in one of our harbours, for a period of intensive training in England before joining their British and French comrades on the Western Front.

MR. CHURCHILL then paid a tribute to the work of the First Sea Lord, Admiral of the Fleet Sir Dudley Pound, the Naval Staff at the Admiralty, and Sir Charles Forbes, Commander-in-Chief of the Main Fleet, and concluded:

But, after all, no leadership or expert naval direction could be successful unless it was supported by the whole body of officers and men of the Navy. It is upon these faithful, trusty servants in the great ships and cruisers that the burden falls directly day after day. In particular the flotillas of destroyers, of submarines watching in the throat of the Elbe, of anti-submarine craft, of minesweepers multiplying on all our coasts, all these have undergone and are undergoing a toil and strain which only those who are informed in detail of their efforts can understand. The chance of honour came suddenly to the three cruisers engaged in the South Atlantic. . . . But if the call had come elsewhere in the oceans or in the narrow seas, skill and courage of equal quality would have been forthcoming. . . .

THE Admiralty's communiqué on the feat of the small submarine "Ursula" briefly stated that:

H.M. Submarine "Ursula" reports that she sank one Koeln class cruiser at the mouth of the Elbe on Thursday, December 14.

The cruiser was screened by six German destroyers.

What 'Salmon' Did to the German Cruisers

A FORTNIGHT'S adventures of the submarine "Salmon" were described in a longer statement:

The submarine had not long been in her patrol area before she sighted a big-type U-boat. The U-boat was steaming fast on the surface, with all the self-assurance of a newly painted vessel outward bound in search of Iron Crosses.

She was a trifle too self-confident. The British submarine manoeuvred quickly to the attack. A few minutes later the torpedoes were fired. In the British submarine there were a few moments of agonizing suspense. Then there came a shattering explosion.

Through his periscope the commander of the British submarine saw a blinding flash. This was followed by a deafening explosion, and the wreckage was thrown at least 200 feet into the air.

A few days of routine patrol followed. Then one morning the engines of a large ship were heard on the hydrophones. The submarine came to periscope depth to investigate—and found the "Bremen," pride of the German mercantile marine, steaming past.

Here is a small fishing vessel of the type which have been attacked by Nazi airmen, who dropped bombs and machine-gunned the crews. *Photo, Fox*

In fact, it would have been impossible for the captain of the submarine to have missed such a great target—had he decided to fire at it; but he did not so decide.

He knew that under International Law merchant ships must not be sunk except in the case of persistent refusal to stop when summoned; and he had definite orders from the Admiralty that war at sea was to be conducted in strict accordance with International Law.

Having surfaced, the submarine signalled by daylight lamp, "Stop instantly." That is the international code signal "K." The "Bremen" took no notice. The commander of the submarine at once gave the order for his gun to be loaded so that a shot could be fired across the bows of the "Bremen" . . . .

The warning shot was never fired. German aircraft appeared overhead and forced the submarine to dive. In spite of being forced to dive the submarine could easily have fired six torpedoes into the "Bremen" as she dived, for she was already on the attacking course.

But in that case the dictates of International Law would not have been complied with. So the "Bremen" was allowed to proceed on her way unharmed.

Rather less than 24 hours after the "Bremen" had passed, the submarine was again cruising submerged, keeping a look-out through the periscope, when ships were sighted. On closer investigation these proved to be the two German battle-cruisers, "Scharnhorst" and "Gneisenau," and one of the pocket-battleships, with three cruisers in company.

At first it appeared that the British submarine would be unable to do more than report the fact that the enemy was at sea, his strength, position and course; for the enemy ships were steering so that they would pass a long way from the submarine.

Just as the submarine commander was giving up all hope of being able to attack, however, the enemy cruisers altered course so as to pass within torpedo range of the submarine.

A few minutes later the sights of the unseen and unsuspected submarine came on. She fired six torpedoes, on slightly different courses.

It would have been an easy matter for her to have fired all torpedoes at one cruiser, and thus made certain of sinking one ship. But she fired them at different angles, hoping thereby to disable more than one ship and thus do more towards provoking the fleet action for which the British Navy is for ever hoping.

The first torpedo hit the cruiser "Leipzig." There was a pause of only a minute. Then two more terrific explosions told that two other torpedoes had found their mark—almost certainly upon the second heavy cruiser of the "Blucher" class.

The submarine, however, could not wait to determine the exact result of her attack. The enemy were after her. She had to dive deep and try to elude her pursuers by steering a zigzag course at high speed at a considerable depth.

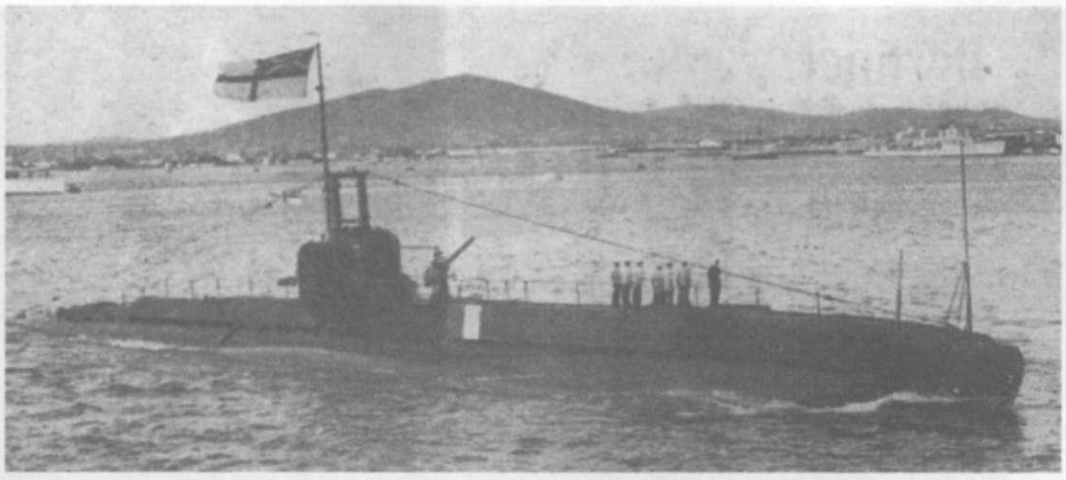
Though the submarine was hunted and depth-charged for two hours, these tactics proved successful. It was not until after dark that the British submarine returned to the scene of her kill. Then she found an area of nearly four square miles of sea thickly coated in oil fuel . . . .

It seems certain that at least one heavy cruiser, in addition to the "Leipzig," was badly damaged and that at least one of the ships might well have failed to reach port.

The officers and crew of the "Salmon" were amazed when their entry into harbour was the occasion for the sounding of the sirens of every ship present.

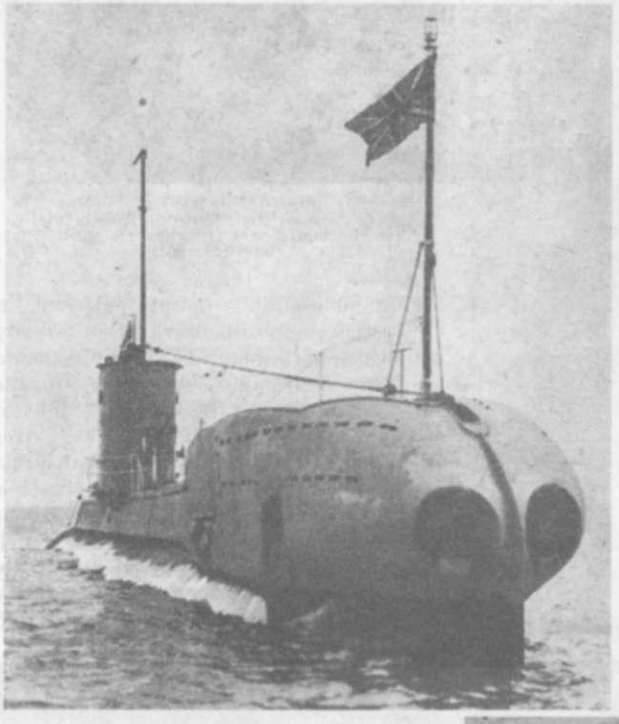
They had had an amazingly eventful fortnight on the enemy's "front doorstep" in which, emulating the feats of Drake, they had effectively singed the Fuehrer's moustache.

They Singed the Fuehrer's Moustache!



Here are two submarines whose exploits are described in the Admiralty statements opposite. The "Salmon" (above) was completed in 1936 and her surface displacement is 670 tons. She carries 40 men and one 3-in. gun, one machine-gun, and six 8-in. torpedo tubes. The 540-ton "Ursula" (below), launched in February 1938, is one of the smallest of British submarines.
Photos, Fox and Central Press

Lieut.-Commander E. O. B. Bickford, who was in command of H.M. Submarine "Salmon."
Photo, Russell, Southsea



Lieut.-Commander G. C. Phillips, who was in command of H.M. Submarine "Ursula."

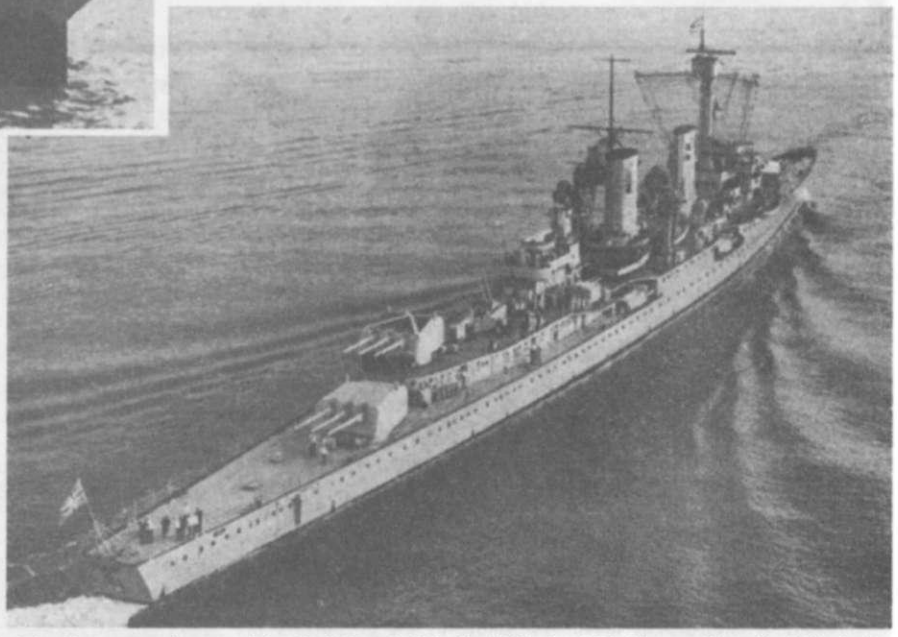
IN his broadcast on December 18, Mr. Winston Churchill said: "The exploits of H.M. Submarine 'Salmon' last week are remarkable and praiseworthy in the highest degree. First, she blew to pieces by a volley of torpedoes one of the larger German U-boats which was going out upon a raiding foray. Secondly, she rightly abstained from torpedoing the 'Bremen' when that enormous ship was at her mercy. Her third encounter was the most important. On Thursday last she observed through her periscope the German Fleet proceeding to sea on one of its rare excursions. She fired six torpedoes at the cruiser squadron which was accompanying the German battle-cruisers, and hit one 6,000-ton cruiser with one torpedo, and a second cruiser of equal size with two. These cruisers may have been able to limp home—although that is by no means certain in the case of one—where they will be out of action for many a long month."

AFTER his remarks about the "Salmon" quoted above, Mr. Winston Churchill spoke of another exploit scarcely less meritorious.

"Now, today," said Mr. Churchill, "H.M. Submarine 'Ursula' reports that on the 14th she sank a 6,000-ton cruiser of the 'Koeln' class, although it was surrounded by German destroyers. A considerable proportion of the total German cruiser strength has been sunk or put out of action in a single week, and that the same week in which almost on the other side of the globe the pocket battleship 'Graf Spee' met her inglorious end."

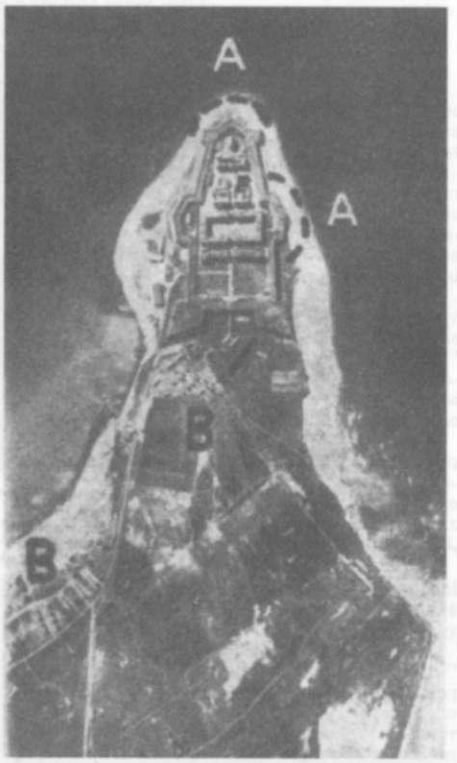
The Admiralty communiqué announcing this success is printed in the opposite page.

Photos, Central Press and Russell, Southsea



The German cruiser sunk by the "Ursula" in the Heligoland Bight was either the "Koeln," the "Koenigsberg," or the "Karlsruhe." They are cruisers of 6,000 tons, with nine 5.9 guns and twelve 21-in. torpedo tubes. They each carry two catapult aircraft. Above is the "Koeln."

'Taken in Wartime'—At Least So They Said!



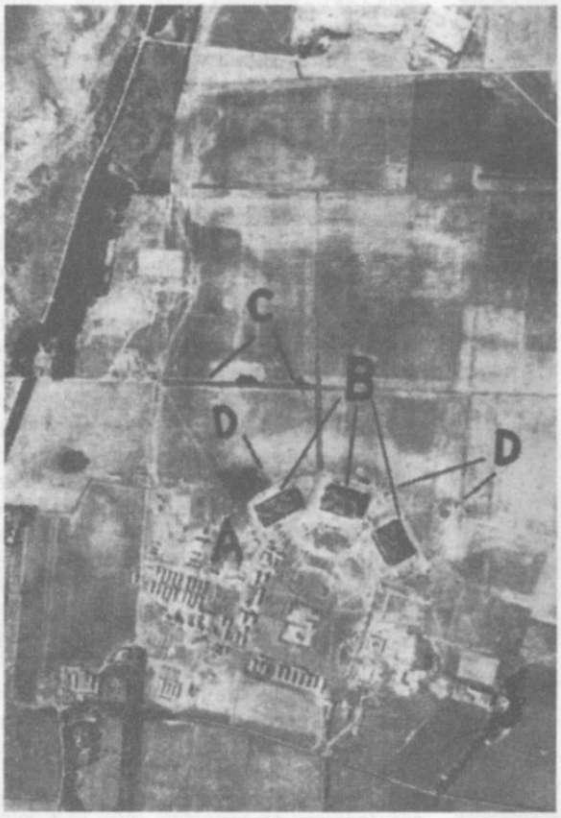
German photogr..ph reproduced as "a coastal fort at the mouth of Moray Firth. The batteries are marked A and the barracks B."

THE photographs in this page and in that opposite have been widely published in Germany as Nazi propaganda to prove Germany's superiority in the air. The line of reasoning is that if German aeroplanes can fly at will over places in Britain our air defences must be impotent and our fighters useless against the vastly superior German air force. How totally devoid of truth is such a statement has been proved repeatedly by the comparative ease with which all the raids of bombers have been beaten off.

This issue of Germany's foremost illustrated paper (The Berlin Illustrated Journal), whose cover is seen top left, contains reproductions of photographs taken over England, and purporting to show how "Germany's air-weapon overcomes England's war preparations." Above is one said to show Thames Haven, with A, oil refineries, and B tankers.

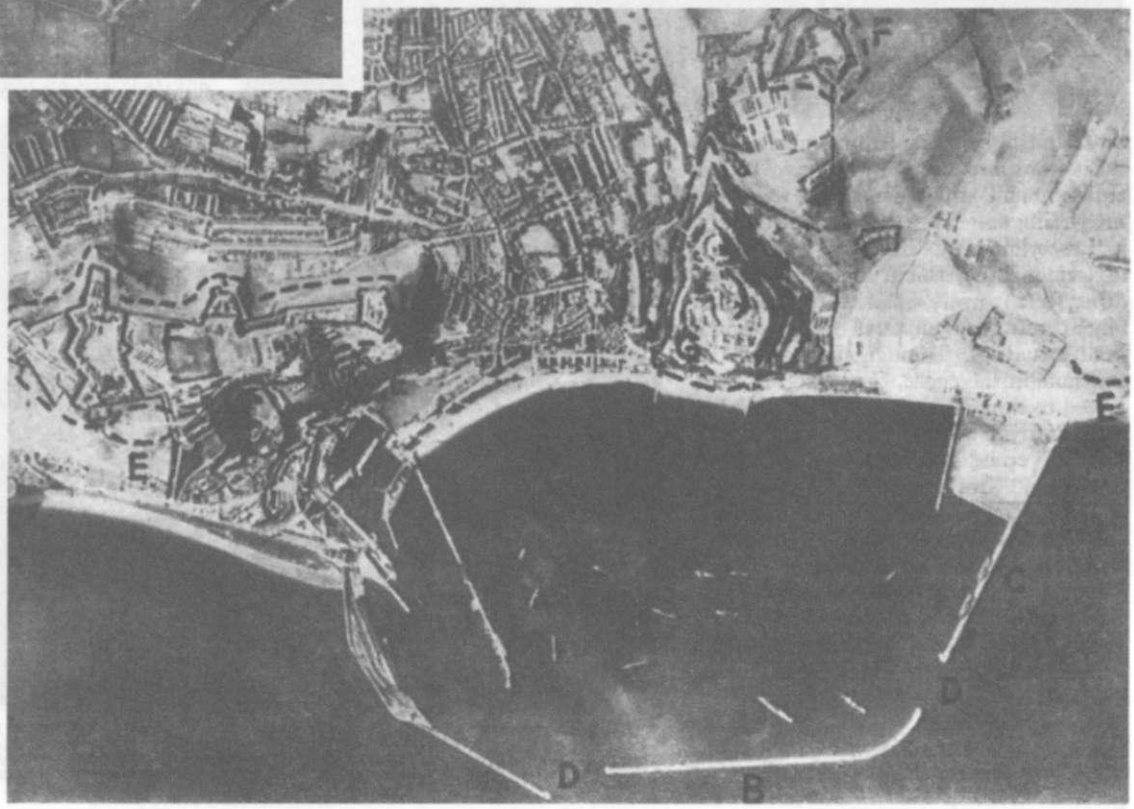
Photo-Propaganda to Cheer the Nazi Home Front

THESE photographs *may* have been taken by German airmen since war began. They are, however, remarkably clear and bright considering the great height from which they must have been taken, for if they were not taken in the first month of the war—which is hardly probable—there have since been very few days in which atmospheric conditions were sufficiently good to allow of such results. It has, moreover, been pointed out by experts that the shadows are hardly long enough to have been made by autumn sunlight.



The photograph above is described as "Kinloss Aerodrome in North Scotland. Barracks (A) and characteristic layout of the hangars with camouflage painting (B). The locality is in the immediate neighbourhood of a big city. Camouflage (C) is intended to deceive the enemy. A row of machines ready to take off from the aerodrome (D)." Actually the nearest town to Kinloss is Inverness, about 25 miles distant.

The photograph above, of Liverpool, is thus described by the Nazis. "Entrance to the commercial harbour at Birkenhead (A), opposite which, on the farther bank of the Mersey, stretch the wharves (B) of the City of Liverpool with the landing-stages for passenger-boats at (C). The ships (D) are motor-boats, part of the city's river traffic. Across the Mersey runs the underwater-way (tunnel) shown by the broken line."



Right is Dover harbour as a Nazi airman claims to have photographed it. The caption given when it was published in Germany read: "(A) The railway station. (B) The breakwater. (C) Sidemole. (D) Entrance to the harbour. (E) Coastal defence batteries. (F) Forts. (G) The Citadel." The last named is Dover Castle, which though a prized historical relic is of no military value.

'The Glorious Battle of the River Plate'

Lord Chatfield was right when he expressed the opinion in the House of Lords that the "Graf Spee" would soon put out to sea again—for a short time. On December 17, after days of frenzied preparation, she left Montevideo, and two hours later was scuttled in the fairway by her own crew. The story of what has been well styled "Ignominy to order" is given below.

IT was late at night on Wednesday, December 13, when the German pocket battleship "Admiral Graf Spee" limped into the neutral harbour of Montevideo.

For fourteen hours she had been engaged in a running fight with three British cruisers—"Ajax," "Achilles," and "Exeter." All three were small ships of their class, and against the "Graf Spee's" six 11-inch guns and eight 6-inch guns, the "Exeter" mounted only six 8-inch guns and her two consorts eight 6-inch guns apiece. A broadside fired by the "Graf Spee" was half as much again as the total broadside of the three British cruisers, and the disparity was still further increased by the fact that early in the action the "Exeter" was hit by a German salvo which knocked out two of her four turrets, smashed three of her 8-inch guns, and inflicted nearly a hundred casualties. Though she was able to continue in the chase, the "Exeter" was forced to drop behind, and it was the two comparatively small British cruisers "Ajax" and "Achilles" which finally drove the "Graf Spee" off the seas.

Well might Captain Langsdorf talk of the "inconceivable audacity" displayed by "Achilles" and "Ajax"—of that "incredible manoeuvre" which brought the two cruisers dashing through the smoke screen to within a mile of the "Graf Spee," firing salvo after salvo into the German ship at close range.

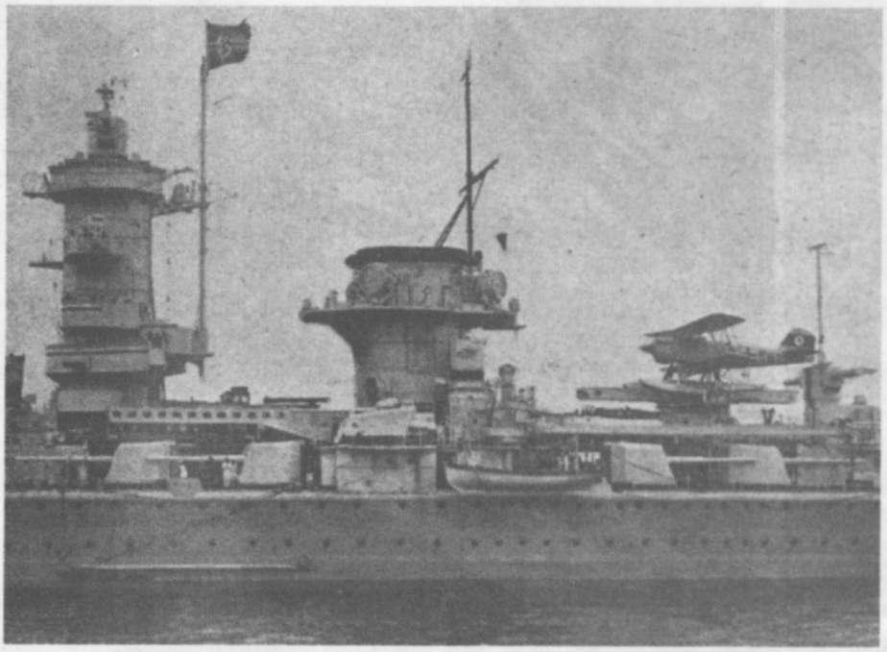
"When the 'Exeter' dropped out of the action," wrote Admiral Sir Howard Kelly in the "Daily Telegraph," "the two small cruisers had a tremendous task in front of them, and most gallantly they tackled it. They took every advantage of their superior speed, attacking the enemy from ever-changing angles. When they made their final dash, closing in at full speed from opposite directions to almost point-blank range, completing their destructive work, the spirit of their naval forefathers must indeed have cried 'Well done!' Here was no necessity to hoist Nelson's favourite signal 'Engage the enemy more closely'; it was a perfectly working team of gallant fellows each knowing what he had to do and doing it."

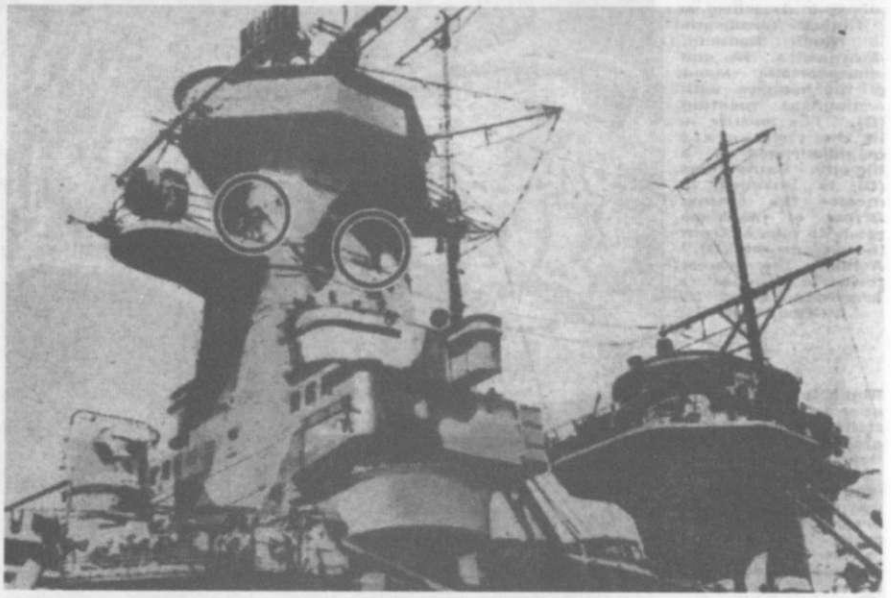
So it was that, sorely battered, with holes gaping in her superstructure, and riddled by shells just above the waterline, the much-vaunted pocket battleship just managed to limp into harbour. Close on her tracks went "Ajax" and "Achilles," ready and eager to renew the battle, while the "Exeter" came up through the night ready to take part in a fresh attack. Not until the "Cumberland" arrived did the crippled ship depart to care for her wounded and injuries.

For three days the "Graf Spee" swung at anchor in Montevideo harbour; for three days her men toiled desperately to repair the damage and plug the holes which had been torn by the British shells. Mr. E. Millington Drake, the British Minister at Montevideo, urged that the battleship should be required to put to sea at once or be interned for the duration of the war; a battleship which could travel so fast as did the "Graf Spee" when seeking refuge must, he pointed out, be perfectly navigable. Captain Dietrich, German Naval Attaché at Buenos Aires, and a German civilian expert, also examined the battleship and, so it was believed, reported that she was navigable.

According to international law a warship that is seaworthy may be compelled to leave a neutral harbour, and the Uruguayan Cabinet decreed that the "Graf Spee" must leave Montevideo within 72 hours—by 8 p.m. on Sunday evening, December 17 (11.30 p.m. Greenwich mean time)—or be interned.

Afterwards it transpired that Captain Langsdorf protested strongly against the time limit. He wanted fifteen days in which to repair the damage that had been done, for, so he maintained, although the fighting capacity of his ship had been





The superstructure of the "Admiral Graf Spee" is seen in these two photographs as it was before the action, top, and above, when she lay in Montevideo harbour. The points at which hits were scored are ringed round. The superstructure is the nerve centre of the ship from which she is navigated and her gunfire controlled.

Photos, Associated Press and Central Press

'Incredible Audacity' Wins the Day for Britain

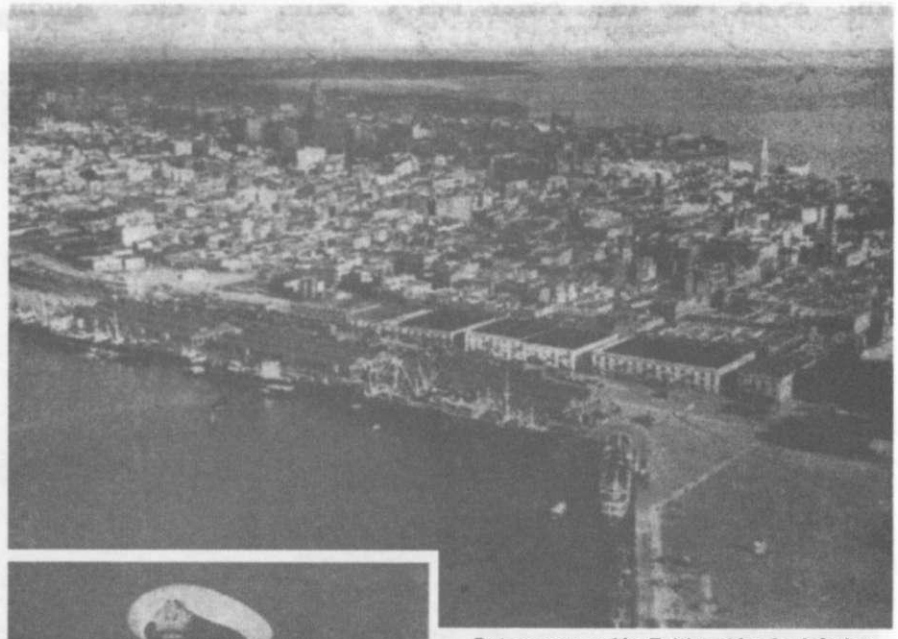
practically unaffected by the battle, certain repairs would have to be done to the hull in order to make the ship seaworthy.

As the hours drew on activity on the great ship was intensified. The German cargo boat "Tacoma" came alongside and fuelled her with oil, and a number of steel plates and cylinders of oxygen for welding were taken aboard. Several local firms refused to have any hand in the repair work, and amongst the shipworkers anti-Nazi feeling was so strong that the police had difficulty in controlling the crowds who, marching up and down the quay, shouted "Down with Germany!"

Nevertheless, the work went on and as yet there were no indications of the ignominious climax which was being prepared. Sunday dawned, and crowds of Montevideans flocked to the harbour and lined the shore in the hope of catching a glimpse of the wounded ship. All day long launches went to and fro between the "Graf Spee" and the quay, while her sailors continued their repair work. Some of them were noticed to be busy polishing the ship's guns.

Intense diplomatic activity continued, as on the one hand Mr. Millington Drake urged that the ship should be compelled to leave port at once in view of the claim that she was perfectly seaworthy, while on the other hand Dr. Otto Langman, his German opposite number, made desperate efforts to persuade the Uruguayan Government to extend the time limit.

Shortly after five in the evening the "Graf Spee" weighed one anchor, and a quarter of an hour later the second. At six o'clock the tens of thousands of onlookers were surprised to see that the



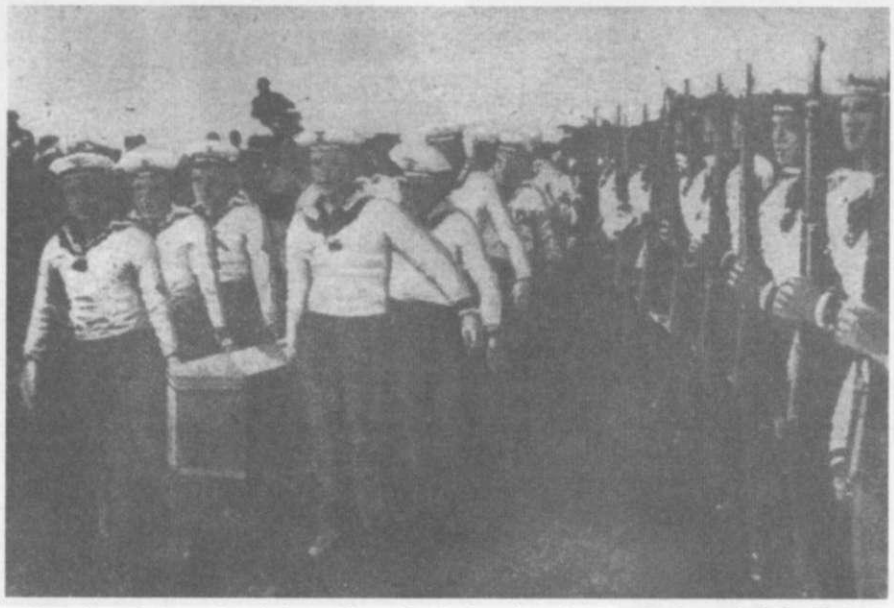
Outmanoeuvred by British ships far inferior in gun power, the German pocket battleship "Graf Spee" was obliged to seek refuge in the harbour of Montevideo, seen here.
Photo, Associated Press

bulk of the battleship's crew were being transferred to the "Tacoma," and they realized that something strange was afoot when at 6,19 the ship left the inner harbour with only a skeleton crew.

Slowly she sailed down the fairway, followed by several launches. At 6.40 she turned west as if making for Buenos Aires, then a few minutes later turned again and moved slowly towards the open sea. At seven the ship halted in the middle of the estuary; most of the onlookers thought that her captain was waiting for complete darkness before making his dash through the British line.

The moment of the great drama had come—but it was a drama of defeat and ignominy, not of bravery and defiance. Precisely at 7.50 p.m. (11.20 G.M.T.) there was a terrific explosion. A great column of smoke rose up into the darkening sky, and flames leaped and ran along the whole length of the ship. As the special correspondent of the "Daily Telegraph" wrote: "At that moment the sun was just sinking below the horizon, flooding the sky in which small grey clouds floated lazily, a brilliant blood red. It was a perfect Wagnerian setting for this amazing Hitlerian drama."

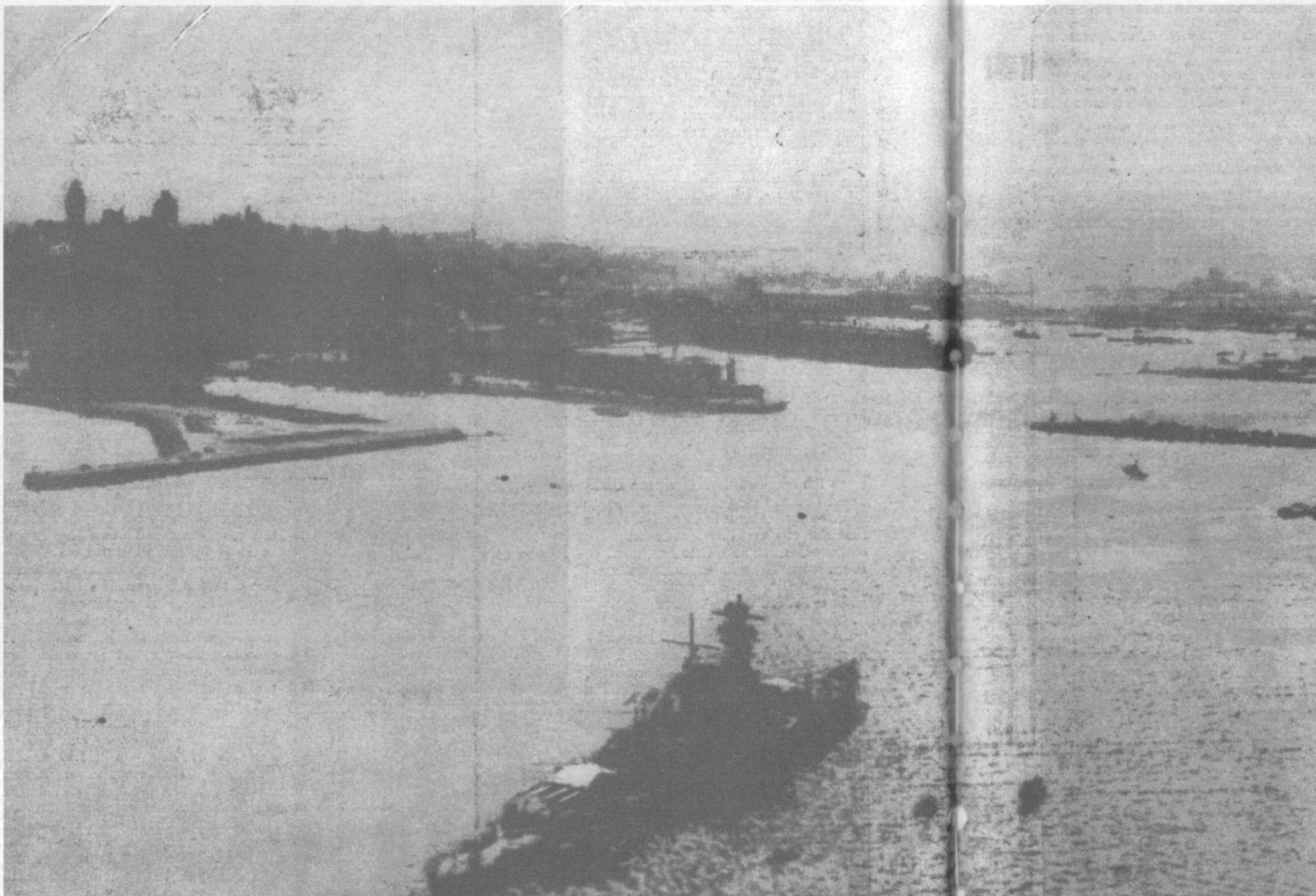
At first it was thought that Captain Langsdorf and his crew had gone up with the ship, but soon the amazed and terrified spectators saw boats proceeding from the scene. The captain had indeed left the ship a few minutes before the fuses fired the several tons of explosives placed in the ship's magazine. He was taken on a launch to the "Tacoma," which had followed the "Graf Spee" down the river. There, leaning on the rail with bowed shoulders, tears streaming



Above is a photograph, wirelessed from South America, showing the funeral of the 36 men killed on the "Graf Spee" in her encounter with the British cruisers "Exeter," "Ajax" and "Achilles." Above, Commodore Henry Harwood, who was in charge of the British cruisers. He was promoted Rear-Admiral and made K.C.B. immediately after the battle.
Photos, Planet News and G.P.U.

'The Nelson Touch': The Most Audacious Sea Fight in

The Pride of the Nazi Navy Sails to Her Ignominious End After Being Shattered and Cornered by British Light



The Shameful Suicide of Hitler's Proud Warship

In this sketch map the place of the "Graf Spee's" inglorious sinking is indicated by X; it is not far beyond the 3-mile limit (shown by the dotted line). On the extreme right is Punta del Este, from where observers had a grandstand view of the battle.

from his eyes, he watched his ship blaze and smoke into ruin.

Later, reports were current that there had been insubordination among the "Graf Spee's" crew as soon as they learned on the Saturday evening that their vessel was to be scuttled, and there seems to be little doubt that although in his letter to Dr. Langman Captain Langsdorf said that "in the circumstances there remains no solution but to sink my ship by blowing her up near the coast," this decision was dictated by the Fuehrer himself. Furious because his ship was trapped, Hitler in a moment of passion issued the order to scuttle—thus revealing to the world in the plainest fashion his doubts concerning the ultimate victory. For if the ship had been interned and Germany won the war she would have been returned to the triumphant Reich. . . .

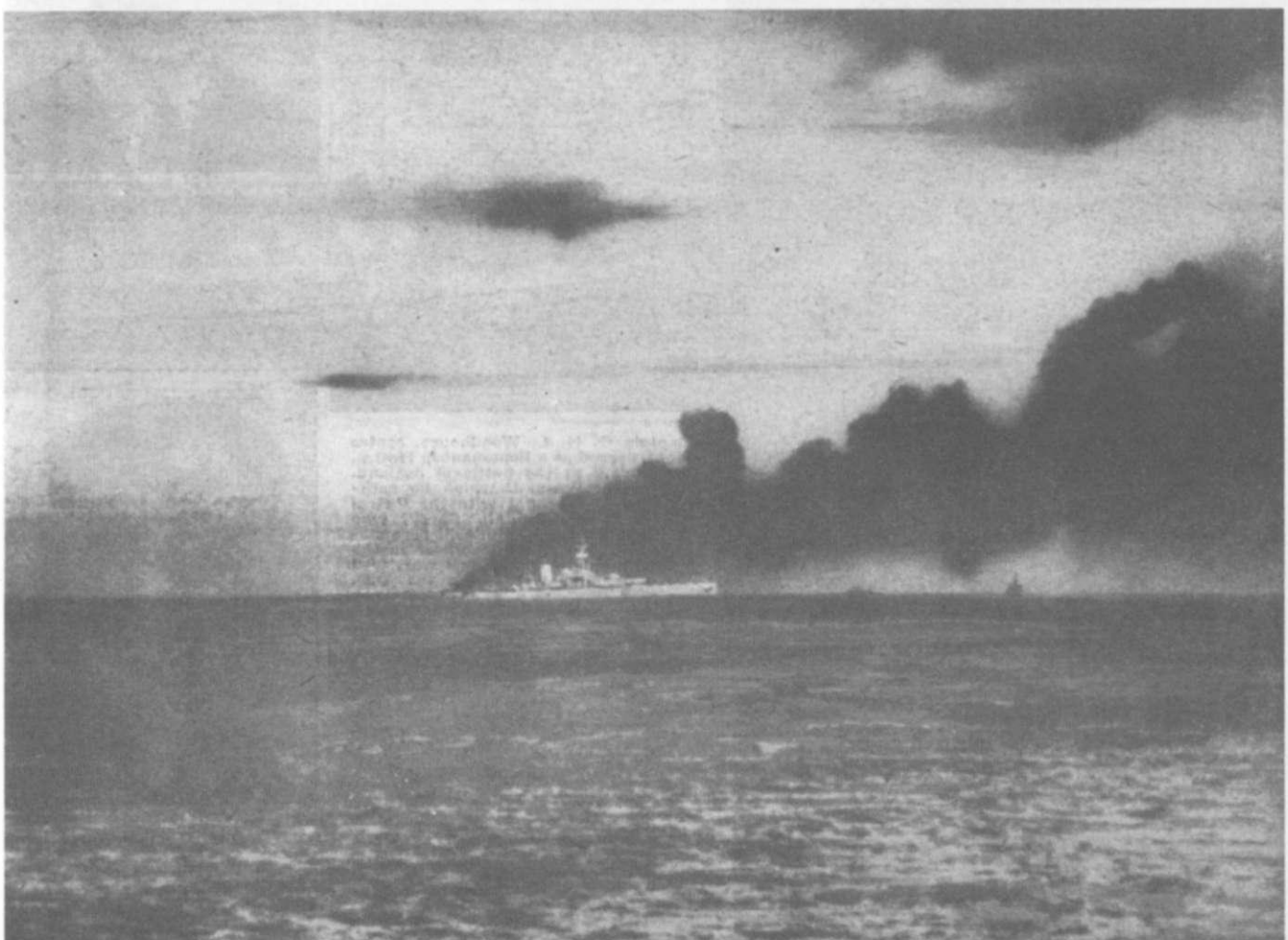
"The news," said Mr. Churchill in his broadcast to the nation on December 18, "which has come from Montevideo has been received with thankfulness in our islands and with unconcealed satisfaction throughout the greater part of the world. . . .

"The German pocket battleship, in spite of her far heavier metal and commanding range, was driven to take refuge in a neutral harbour by the three British cruisers whose names are on every lip. Once in harbour she had the choice of submitting in the ordinary manner to internment, which would have been unfortunate for her, or of coming out to fight and going down in battle like the 'Rawalpindi,' which would have been honourable to her.

"She discovered a third alternative. She came out not to fight but to sink herself in the fairway of a neutral State from whom she had received such shelter and succour as international law prescribes.

"At that time the pocket battleship 'Graf Spee' knew that the British heavy ships 'Renown' and 'Ark Royal' were still a thousand miles away, oiling at Rio. All that awaited her outside the harbour were the two six-inch gun cruisers 'Ajax' and 'Achilles,' who had chased her in, and the eight-inch gun cruiser 'Cumberland,' which had arrived to take the place of the 'Exeter.'"

The world heard the news with amazement mingled with contempt. "Incredible," said Rome; "she might as well have fired upon the enemy first," said Japan. "But," as the "Daily Telegraph" pertinently said, "When it takes orders from Hitler, the German Navy has to 'leave honour out of the question' . . . when the 'Graf Spee' was sunk by her captain in the channel of the neutral harbour of Montevideo, he wrote the last line of an immortal epic of ignominy."

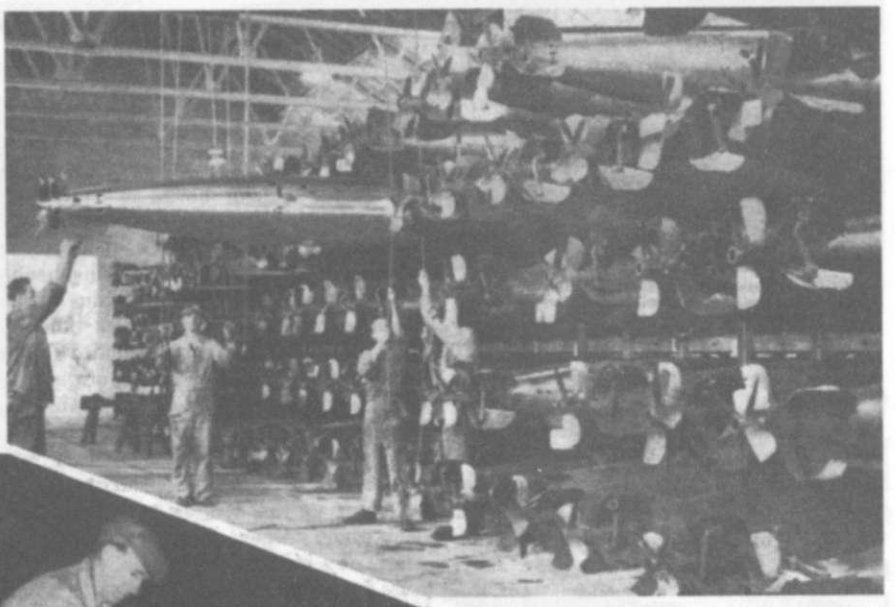


This amazingly realistic photograph transmitted to London by radio shows Germany's pocket battleship "Admiral Graf Spee" burning furiously shortly after her scuttling by her commander at Hitler's orders. The spot chosen is right in the fairway of shipping going to and coming from Montevideo, one of the greatest of South American ports, and its selection is petty spitefulness—in the true Nazi vein—against the little neutral country which had refused to accept Germany's demand for an extension of the time limit.

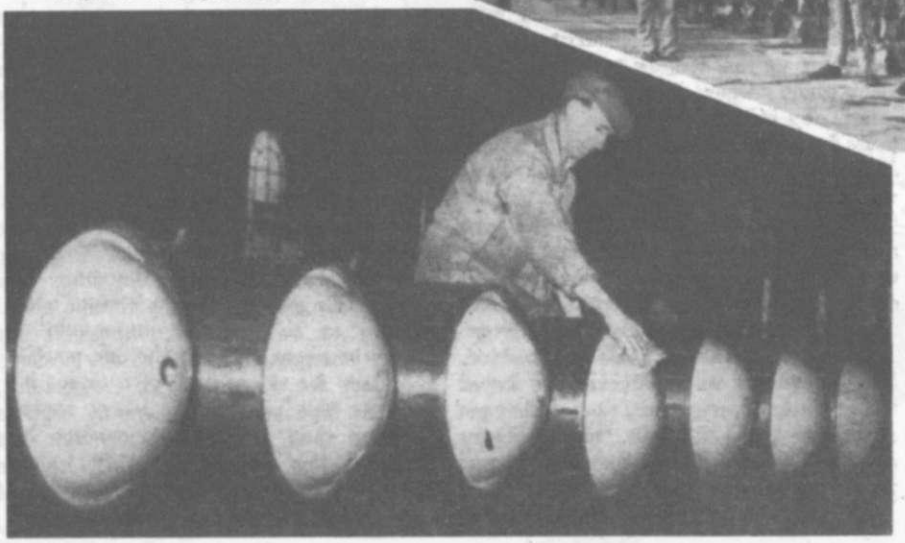
Photo, Planet News

At £2,000 a Shot Torpedoes Must Be Accurate

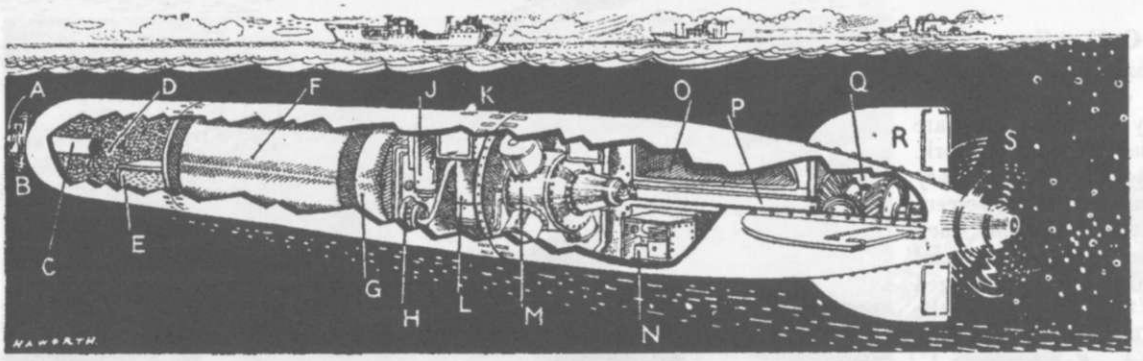
The head of a torpedo practically complete is being filled with water ballast preparatory to undergoing trials. This is equivalent to the weight of the explosive to be inserted.



One more torpedo case is being added to those in stock before undergoing the severe tests which precede issue to the Navy.



TORPEDOES are by far the most costly of all the missiles of war costing about £2,000 each. The largest are 21 ft. long and 21 in. in diameter. Their speed is between 40 and 50 knots; their maximum range is about 10,000 yards. They are driven by a remarkably ingenious miniature engine, water-cooled, and actuated by compressed air at a pressure of 2,500 lbs. to the sq. in. The head contains about 500 lbs. of high explosive.



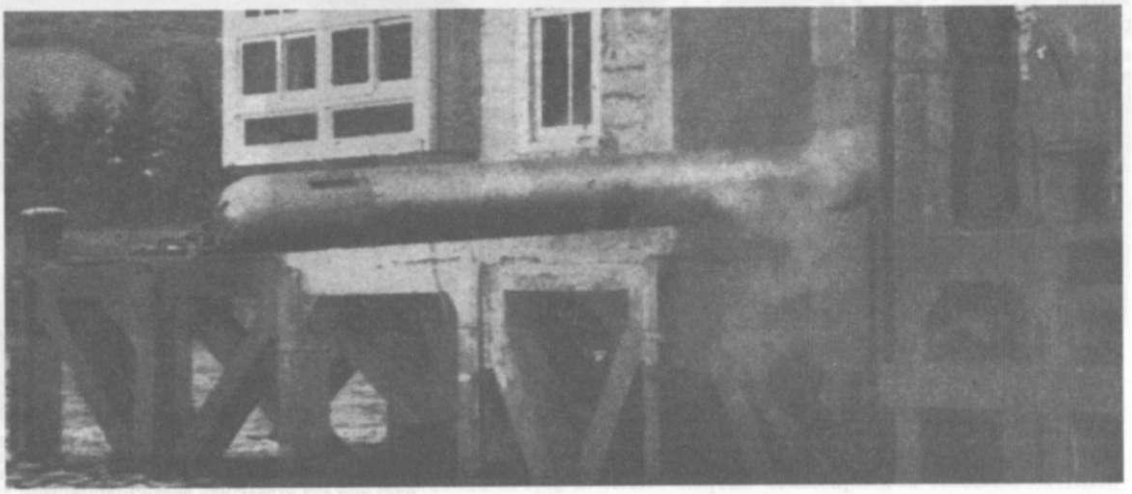
Below is a scene at a testing station where torpedoes are discharged from the land in exactly the same way as they would be from a warship. During the test the torpedo carries no high explosive, but a dummy head such as is used for practice in the Royal Navy.

Photos, Keystone

A modern torpedo contains about 6,000 working parts, and much of the mechanism is extremely delicate, so that its construction calls for the most skilled craftsmanship.

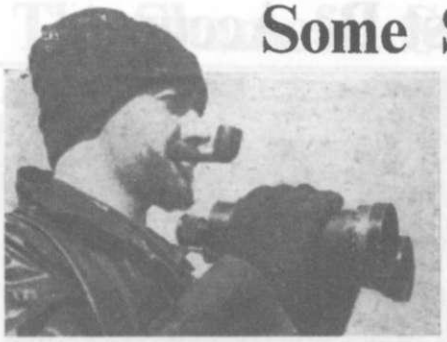
Key to the Diagram—

A, Firing pin; B, Safety fan; C, Detonator; D, 500 lb. explosive; E, Water ballast; F, Compressed Air at 2,500 lb. sq. in.; G, Water chamber; H, Steering Control for horizontal rudders; J, Depth control; K, Trigger Starter; L, Paraffin bottle; M, 4-cyl. Engine (hot air); N, Gyroscopic rudder control; O, Buoyancy chamber; P, Propeller shaft; Q, Gear box; R, 2 vertical and 2 horizontal fins and rudders; S, 2 Propellers.



Some Secrets of the Convoys Revealed

Written by an ex-officer of the Merchant Service, this article gives a "behind the scenes" account of the organization, skill and daring involved in wartime convoy work.



In bitter winds and often lashed by ice-cold rain and spray such British sailors as this are winning the war at sea.
Photo, Fox

Convoys work to carefully-prepared plans, and those plans are drawn up by officers of the Royal Navy who are stationed at the ports especially for this purpose. The ships which are to form a convoy assemble slowly in the haven or roadstead which has been chosen for the rendezvous. The ships have to make their way there from the various ports at which they have been lying, and as some have farther to go than others, and may not be able to catch the same tides, it is quite possible that days may pass before the convoy is ready to set out on its mass voyage.

The speed of a convoy is necessarily the speed of the slowest ship, and for this reason it is important that all the ships comprising any particular convoy should be able to maintain a uniform speed. So we have fast convoys and slow convoys, in order to cater for the fifteen-knot cargo-liner or the nine-knot tramp respectively.

'Blacking-Out' at Sea

All the vessels have previously been fitted with various contrivances, which, although seemingly unimportant, are nevertheless essential for convoy work. For instance, in addition to ordinary black-out precautions, such as the screening of all portholes and deck-lights, each outside cabin door is fitted with a special type of contact switch which is arranged so that the mere act of opening the door automatically extinguishes the light within.

The bridge and wheelhouse and other vital spots are protected by sandbags. The master and mates are provided with tin hats, and the whole crew have gas masks and are equipped in every way to deal with incendiary bombs and other dangers from the air.

In all cases the ship's name is painted over on both bow and stern; in order that port officials and others may be able to identify the ships whilst they are in dock, the name is displayed on a blackboard which is removed immediately the ship sails.

Each ship that is to sail in convoy must be equipped with a special type of alarm clock, the face of which is fitted with a number of adjustable stops. These stops can be so adjusted that a bell will ring every ten minutes, or at any desired interval. The clocks of the whole convoy are synchronized, so that when the convoy is zigzagging, each captain is warned by his alarm clock of the exact moment to change course. By this means, the difficult manoeuvre of making dozens of ships twist and turn whilst bunched close together, is accomplished without any of them colliding or falling out of line.

In foggy weather it is impossible for any of the ships to see even the one immediately ahead, and there is a very real danger of collisions occurring unless the ships of the convoy can manage to keep their proper distance behind each other. To help in doing this, every ship tows from the stern on the end of a long line a brightly-painted wooden cask, which is known as a fog-buoy.

The boat that is following tries to keep close to the fog-buoy of the next ship in the line, and thus keep its allotted station in relation to the other invisible members of the fog-enshrouded convoy. That is no easy task, it must be admitted, but the officers on the bridge are keyed up by the knowledge that, should they get separated from the rest, their solitary ship would offer a very tempting target to any prowling U-boat.

In contrast to the fog-buoys are the special smoke flares which are carried on the deck of each ship. When dropped overboard, they set up a dense smoke behind which they can give the enemy the slip.

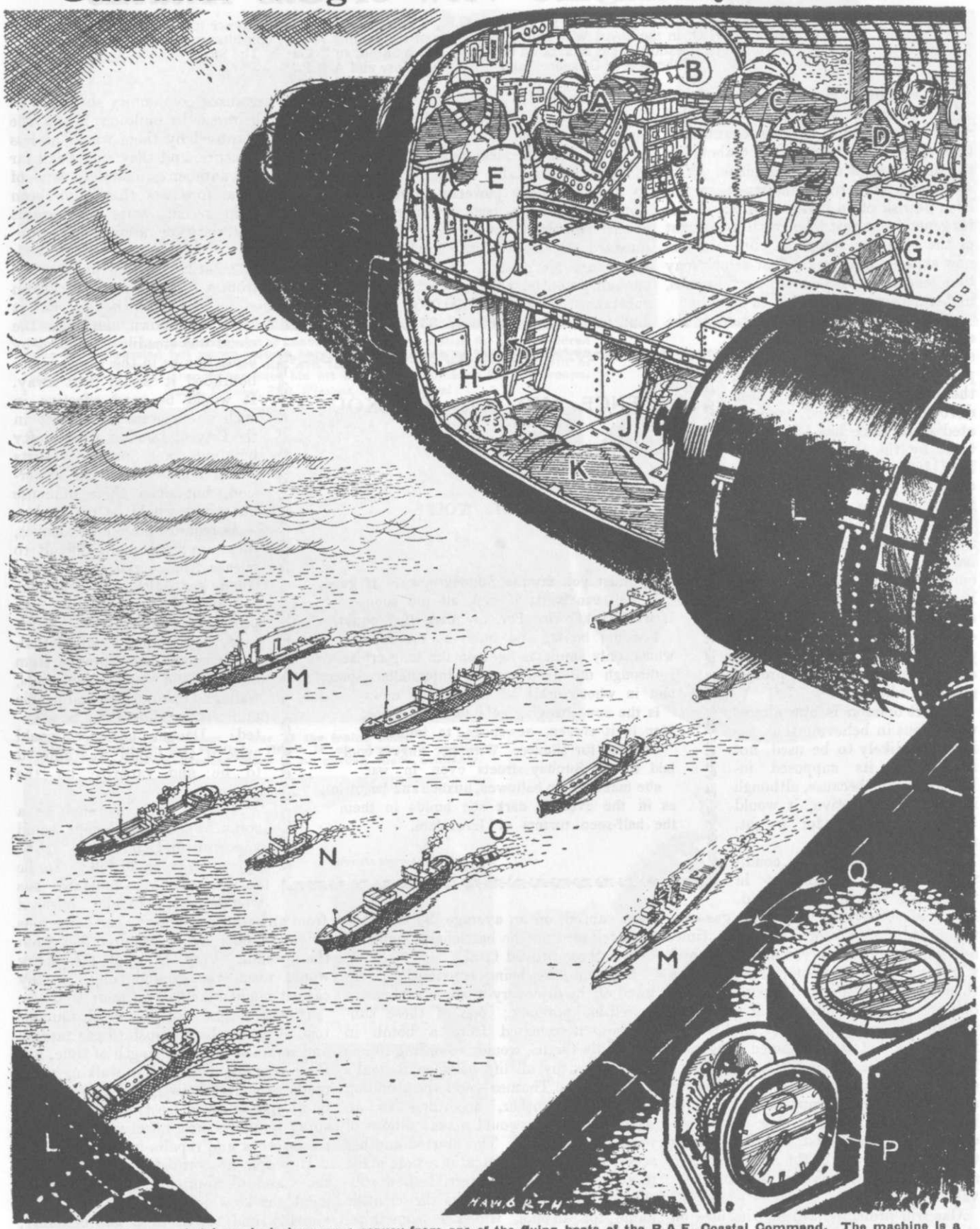
The convoy is nearly always protected by a number of destroyers or other escort vessels, which circle around, ready to dart away at terrific speed and drop their deadly depth-charges whenever there is a sign of a periscope. As a unit, the convoy presents a much bigger target to the enemy than might seem prudent, but this is more than balanced by other considerations and the fact that powerfully armed escorts can be provided for nearly every convoy, whereas it would be impossible to give such protection to single ships.

Answering the U-Boats

Certain of our merchant ships are defensively armed. Together with the guns of the escort vessels, the ships of a convoy can put up such a terrific aerial barrage as to make it impossible for enemy bombers to reach the one position necessary for the scoring of a direct hit. It is for this reason that many experts consider that the convoy system has provided the answer not only to the U-boat menace, but also to the peril of attack from the air.

From the bridge of an escorting warship, officers clad for the North Sea are keeping watch on the convoy of whose escort their ship forms part. Besides looking out for enemy submarines they have to shepherd their flock of ships, making sure that stations are correctly kept and the prescribed speed maintained. *Photo, Fox*

Guardian Wings Above the Convoy's Course



Here in this diagram-sketch we look down on a convoy from one of the flying boats of the R.A.F. Coastal Command. The machine is a Short "Sunderland," the Service version of the famous Empire marine air-liners. It is the largest type of aircraft known to be in use in our Air Force today. Details are indicated as follows: (A) One of two pilots. (B) Life-saving neck belt. (C) Navigator plotting course at right angles to convoy. (D) Engineer controlling four "Pegasus" engines. (E) Radio operator in touch with warships. (F) Signal flares. (G) Gangway to lower decks. (H) Entrance to fire turret. (J) Messroom. (K) Reserve pilot resting. (L) Engine down below on the surface. (M) Escort vessel. (N) Armed minesweeper. (O) One of the coloured buoys which are towed by ships to enable them to keep station in fog. The course of the convoy is frequently changed, and it is here shown altering course to port, as seen at (Q). In order that all the ships may turn together alarm clocks (P), synchronized to ring at certain intervals as a warning to change course, are carried in all convoy ships.

Specially drawn for THE WAR ILLUSTRATED *by Haworth*

The Commonsense View of Gas Attacks

In this article Major-General C. H. Foulkes, C.B., C.M.G., who was Gas Adviser to British G.H.Q. in the Great War and is today one of the leading A.R.P. consultants, discusses the question of gas attacks on civilians. He is author of "Gas! The Story of the Special Brigade" and "Commonsense and A.R.P."

A PROFOUND change in the degree of security enjoyed by the civil population of this country in time of war has been brought about by the development of the aeroplane. With a supreme Navy ruling the seas there has been no risk of an invasion of our shores for generations past; but with the advent of the bombing aeroplane our cities are now exposed to attack. That attack may take several forms—incendiary bombs, high-explosive bombs, and gas.

Of these gas, we have been told, is the chief danger in an air raid, and much of the effort expended on the instruction of the public in A.R.P. has been devoted to it. Indeed, exaggerated importance has been given to it by the Government. In May 1938 a prominent Home Office official went so far as to tell a London audience that "cows, hens, and other farm stock should have gas-proof barns provided for them," and, emulating this example, a bee-keepers' magazine published an article showing how beehives could be protected by charcoal-packed quilts. I have even read an account of how to protect goldfish in bowls.

Expert opinion is now almost unanimous in believing that gas is very unlikely to be used, not because of its supposed inhumanity, but because, although it would be effective, it would be less so, weight for weight, than high explosives.

In the last war the conditions were very different in the chaos of the battlefield. Men had necessarily to occupy gas-contaminated ground for days at a time, and guns had to be served and ration and working parties were compelled to expose themselves in the open. Decontamination of scores of square miles of scarred surface was an obvious impossibility, and the air in a bombarded area remained dangerous for days, while contaminated mud was often carried unwittingly into sleeping quarters with disastrous results. Men's bodies and equipment also came into contact with the ground, especially during the last six months of the struggle, when semi-open conditions of warfare prevailed.

Gas will probably still find its uses on the battlefield, and it has been used in Abyssinia and by the Japanese, but not by the latter against Chinese cities; nor was it used in Spain in the Civil War. There is good authority for saying that it is unlikely that any "new" effective gas has been discovered since the last war, and efforts to find more effective ways of using known chemical agents are more likely to be profitable than any attempts to discover more powerful compounds. For instance, it has been determined that about two-thirds of a teaspoonful of mustard gas absorbed into a man's lungs, will cause his death; so that there is enough potential poison in a ton of this substance to kill 45,000,000 persons. But in the last war only 33 casualties were caused, on an average, by each ton of it released on the battlefield, and only one of these proved fatal.

Rumours are being constantly circulated of the discovery of some new gas of incredible potency; one of these substances, if released from a bomb in Piccadilly Circus, would, according to one writer, destroy all life between Regent's Park and the Thames—perhaps a million persons. Another, according to an American report, would make millions of people unconscious. This started another scare, and when investigations were made it was found that this terrible new substance was ethanol. This is the scientific name for alcohol, which is sometimes found in beer.

Gas and the poisonous smokes, without the accompaniment of incendiary and high-explosive bombs, would, in the writer's opinion, have little physical effect on an organized community sheltered, or partly sheltered, in buildings; and the casualties caused by them would be less severe in nature, and they would fall far short of the number estimated in some of the fantastic forecasts that have been published in recent years by persons seeking notoriety or aiming at sensationalism.

When a volatile gas like phosgene is released from a bomb it may be thrown a hundred feet up into the air, but it would quickly settle down, and unless the cloud was steadily reinforced by other bombs in the same neighbourhood it would drift away. It would be most effective in such circumstances as exist in the City of London, where lofty buildings and narrow courts would not favour rapid dispersion, but even there immense quantities would be required.

As regards poisonous smokes, these are much more difficult to release from aerial bombs than cloud gas, although buildings and masks give somewhat less protection against them. However, they are not usually lethal.

Persistent gases sprayed from an aeroplane would fall on roofs, walls and open spaces, and people under cover should not be affected. Danger, however, would arise if the liquid was allowed to lie and vaporize on the ground.

Mustard gas liberated as a spray from a great height would vaporize and much of it be blown away as it fell. To be really effective, mustard gas would have to be released from an aeroplane flying at the dangerous height of only a few hundred feet from the ground. Very little of the spray would reach the ground, and in any case it might take half an hour to do so.

It is true that asphalt and bituminous road surfaces absorb mustard gas rapidly and retain it for some length of time, but there would be little risk in walking along roads so contaminated, and there would be no risk at all in frosty weather. The spray would be most effective in delaying rescue work and repairs in the open.

If people are provided with masks of the standard approved by the Government, masks which have been fitted individually and tested in a gas chamber, there should be no casualties at all in a gas attack, except in the immediate neighbourhood of the explosion of a bomb, where the concentration of gas would be, of course, very high.

SILENCE AND THE BLACKOUT

A New Poem

by

HUMBERT WOLFE

●

Why must you cry the Sunday news? If good,
it well can wait; if evil, all too soon
it will be known. For my part, if I could,
I would be far and quiet as the moon,
whose only sound is light on the long cruise
through the deep seas of interstellar space,
and in whose orbit all the argent news
is the sun changing gold to silver grace.
Nor is it craven, newsboys, to implore
one day for silence. With her fingers cool
laid to the Sunday streets even in war
she makes them hallowed, hushed and beautiful,
as in the evening dark she builds in them
the half-seen turrets of Jerusalem.

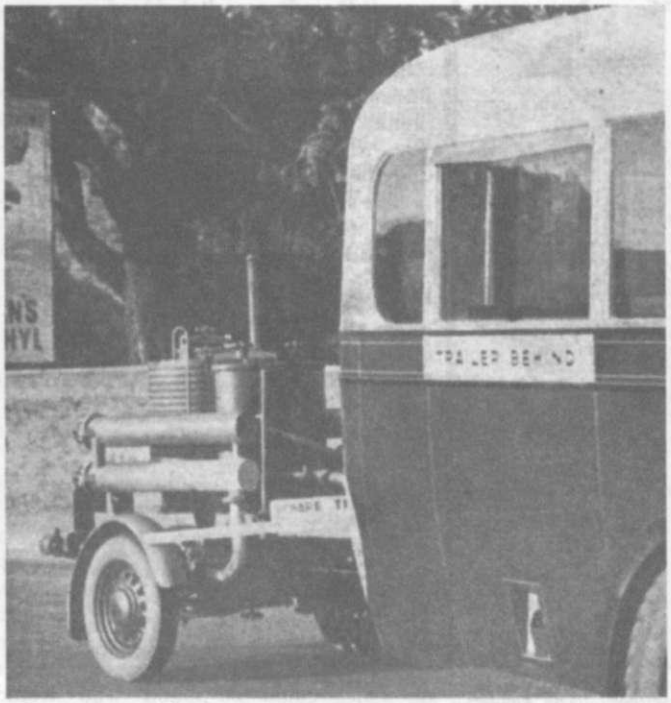
Copyright reserved

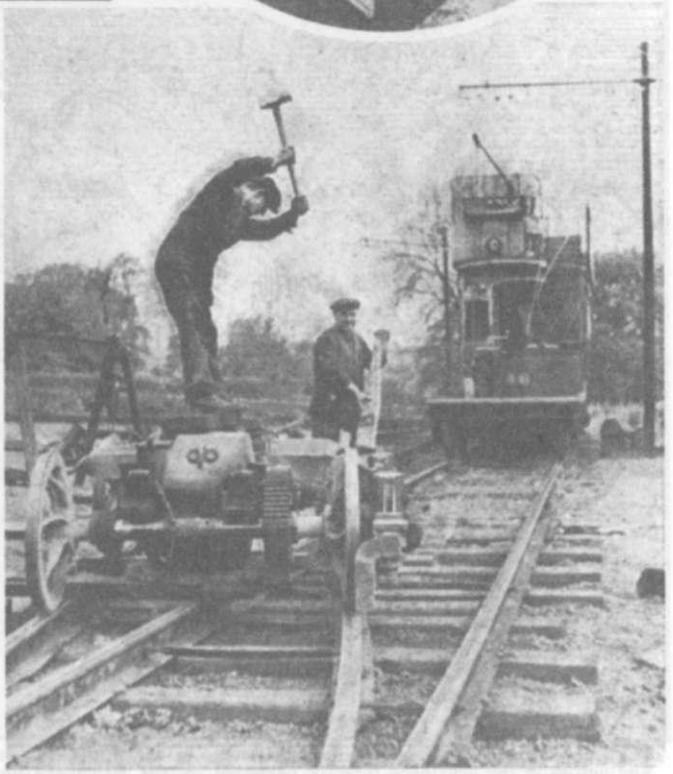
Mr. Briton'll See It Through

Some schools in the neighbourhood of London have been re-opened for those children who were evacuated but whose parents have insisted on bringing them back before the danger is over. But they are still well looked after and do gas-mask drill in class. Above right, grandfather does his bit by knitting comforts for the troops.

Photos, Keystone, F. R. Winstone, Fox and Topical

Above, passengers are seen in one of the trains fitted with new lighting sufficient for reading. Right is an Anderson shelter erected in a kitchen because there is no garden space available.





Two important factors in winning the economic warfare are the reduction of our imports to the minimum and the careful use of all material generally regarded as waste. Left is a motor-bus with a gas-producing trailer burning anthracite, to lessen petroleum imports. Right is a scene during the big drive to save every bit of scrap metal. At the tram depot at Kingswood, Bristol, old cars are being scrapped at the rate of one a day for the sake of the metal. Above, the motor and bogie of a tram-car are being broken up while another awaits its fate.

Poland is the Nazis' Jig-Saw

Based on information contained in "Free Europe," a newly-established journal devoted to Central and East European affairs, this article gives facts and figures concerning the fate of Poland under the Nazi yoke.

FOR some 125 years Poland as an independent State was banished from the map of Europe. In 1918 it was restored, and after a mere twenty years it has once again disappeared. Between them the Nazis and the Russians have effected yet another partition of Poland, which, so far as the conquerors can ensure it, is intended to be irrevocable. Poland, indeed, has been so savagely mutilated, her people have been so redistributed, that the partitions of the eighteenth century, horrible as they were, have been quite put into the shade.

By this most recent division of the spoils little short of half Poland was allocated to Germany. Of this area of roughly 187,000 square kilometres, with a population of 21,200,000, the western provinces have now been incorporated in Germany as the *Reichsgebiet* (Reich region), while the central districts are to form a Polish "reserve" the *Reststaat*.

Incorporated in the Reich

The incorporated area comprises the three Polish voivodships (provinces) of Pomerania, Poznania, and Silesia. The first two have been converted into *Reichsgaue* (Reich provinces), Westpreussen, and Posen or Wartheland, with their capitals at Danzig and Poznan, and their respective *Reichsstatthalters* (provincial governors), Herr Forster and Herr Greiser, both of whom were prominent in Danzig before the war. Polish Silesia has been simply tacked on to the existing *Gau Schlesien*, i.e. German Silesia. Although these three western voivodships are claimed by Nazi propagandists to be *urdeutsch* (German-from-the-beginning), of their population of 5,520,000 only 389,000, i.e. 7 per cent, were Germans according to the Polish census of 1931.

German Territorial Greed

These changes were made in October, and in the next month there were further alterations in the map. Suwalki, wedged between Lithuania, East Prussia, and the new Soviet frontier, was incorporated in the *Gau Ostpreussen*, and Posen's frontier was carried right up to and including Lodz, thus taking in a number of districts which were popularly known as the *Gau Warthe*. This extension brought the German frontier to where it had been in 1918 following the collapse of Russia. Arthur Greiser, *Reichsstatthalter* of Posen, sent a telegram to Hitler saying that he was keeping watch on the Warthe, to which Hitler replied: "The age-old river Warthe will remain German for ever." Slight adjustments were also made in the frontier adjoining the former Czecho-Slovakia. These additions increased the territory of the *Reichsgebiet* by 17,000 sq. km., with a population of 2,110,000.

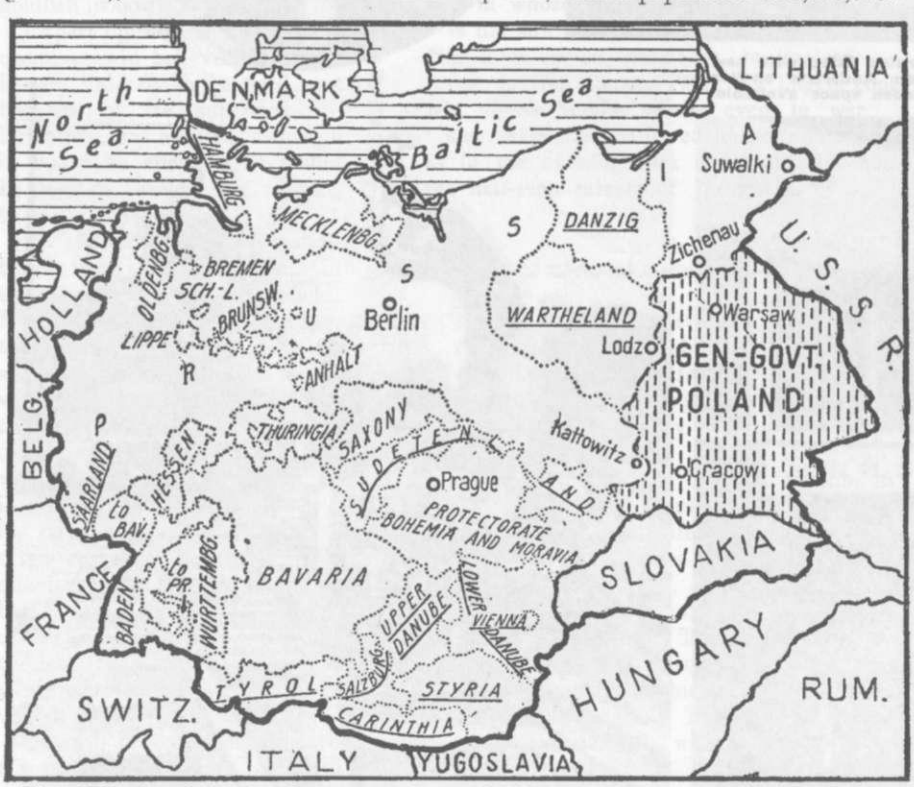
Arthur Greiser, who is Governor of one of the provinces into which Germany's share of Poland is divided, was a Danzig business man who held several offices in the Danzig government. *Photo, Wide World*

No sooner was the *Reichsgebiet* established than the work of Germanization was prosecuted with the utmost vigour. Poles who were not born in the western provinces, including most of the population of Gdynia, were forcibly removed to the *Reststaat*, while those who did happen to be natives were declared to be German citizens.

There can be no two opinions about the difficult task which confronts the German administration in the *Reichsgebiet*. According to the "Frankfurter Zeitung," 4,000,000 Germans are to be settled in this region, in which the average density of population under Polish rule was 73 per sq. km. in Pomerania, 83 in Poznan, and 307 in Polish Silesia. Well may "Free Europe" hold up to reprobation "the monstrous crime which is about to be committed against the Polish peasants and shopkeepers who are to be hounded from their homes to make room for this lighthearted experiment in juggling with populations."

The spirit in which this juggling is being done was indicated in the speech made by Forster at a meeting of Germans in Torun. "Our country," he said, referring to Polish Pomerania, "is beautiful and fertile, but there have been too few of us living in it. Now that Germans from other countries are flocking here, our numbers will increase. In a few years' time Polish will no longer be heard in the streets of this town."

Central Poland, including the provinces of Warsaw, Lodz, Kielce, Lublin and Cracow, were joined to form the *Reststaat* (remaining territory), with Hans Frank as Governor-General. Its area is barely 112,000 sq. km., with a population of 13,570,000. Semi-military administration was introduced for the time being, for no Poles could be found who would undertake to form a government under the conquerors.



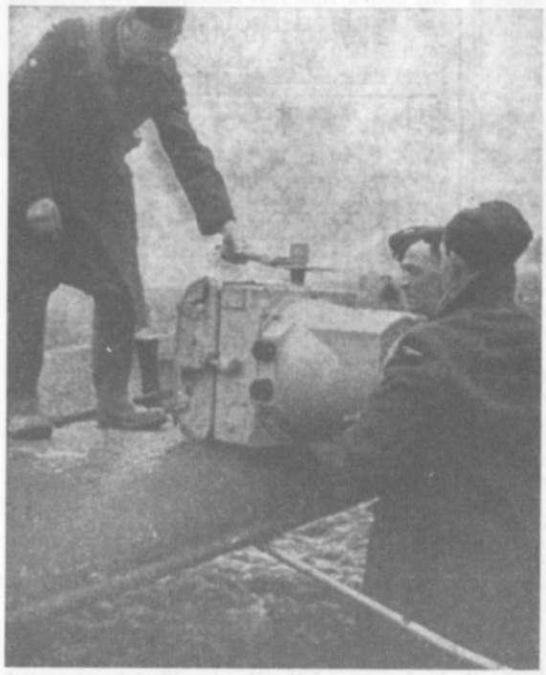
The whole area of Greater Germany as it was in November 1939 is shown in this map. The names of the provinces directly governed by the Reich are underlined. The shaded area shows the "Reststaat," that area in Central Poland which is a Nazi "protectorate." The other Polish areas are described in the accompanying article.

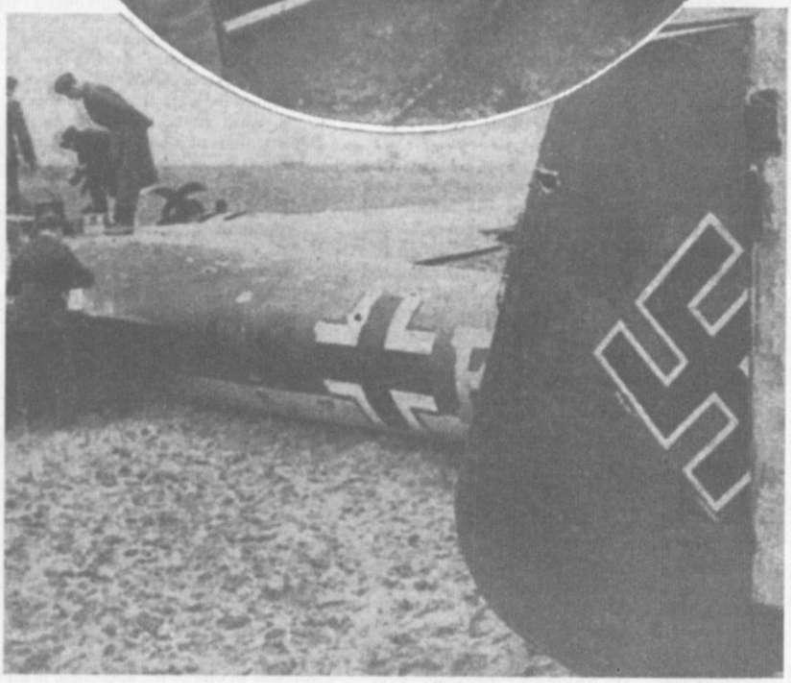
Courtesy, Keesing's "Contemporary Archives"

One of the Seven of a Single Day's Bag

Local R.A.F. men were soon on the spot to examine the vanquished Dornier. Above, one airman in the cockpit, while a colleague inspects the German eagle badge on the fuselage; above right, a pilot standing on the tail. The position of the fins and rudders at each extremity of the tailplane improves the gunner's field of fire.

SEVEN raiders were shot down on the Western Front in one day—that was the achievement of the R.A.F. on November 23, 1939. The unhappy end of one of the victims—a Dornier DO 17, of the "flying pencil" type—is pictured in this page. In the fight the enemy pilot was left alone in his machine to combat a flight of R.A.F. fighters, and he adopted the clever ruse of feigning death. Seeing him slump over the controls, a British "Hurricane" flew past him unsuspecting. When in a favourable position, the German sprang to life and peppered it from his front gun. However, the odds were too great, and the Dornier was forced down. Such was the admiration of the R.A.F. for this pilot that he was entertained to dinner in the Squadron Mess. He broke down during the meal, overwhelmed by the kindness shown him.





Very naturally and properly interested in its prizes of war is the R.A.F. The technicians especially take the opportunity of examining the details of modern German construction when, as in this particular case, the enemy is brought down in our own lines. In the circle, a group are studying one of the engines, a 9-cylinder B.M.W. radial; below left, one of the cameras carried on board the Dornier; and right, the bullet-scarred fuselage and tail.

Photos, British Movietonenews

WORDS THAT HISTORY WILL REMEMBER

(*Continued from page 498*)

Appeal to the League by Finland

Saturday, December 2, 1939

Letter addressed by M. RUDOLF HOLSTI, Permanent Finnish Delegate, to M. Avenol, Secretary-General of the League of Nations :

The Union of Soviet Socialist Republics, with which Finland, since the signature of the treaty of peace at Tartu in 1920, has maintained neighbourly relations, and signed a pact of non-aggression which should have expired in 1945, unexpectedly attacked on the morning of November 30, not only frontier positions, but also open Finnish towns, spreading death and destruction among the civil population, more particularly by attacks from the air.

Finland has never engaged in any undertaking directed against her powerful neighbour. She has continuously made every effort to live at peace with her.

Nevertheless, alleging so-called frontier incidents and adducing the alleged refusal of Finland to acquiesce in strengthening the security of Leningrad, the Union of Soviet Socialist Republics first denounced the above-mentioned pact of non-aggression, and then refused the Finnish Government's proposal to have recourse to the mediation of a neutral Power.

In consequence, acting on the instructions of my Government, I have the honour to bring the foregoing facts to your knowledge, and to request you, in virtue of Articles 11 and 15 of the Covenant, forthwith to summon a meeting of the Council and Assembly, and ask them to take the necessary measures to put an end to this aggression.

I will forward in due course a complete statement of the reasons and circumstances which led my Government to request the intervention of the League of Nations on the dispute which has brought two of its members into conflict with one another.

Churlish Attitude of the Soviet Premier

Monday, December 4

Reply of M. MOLOTOV to League of Nations :

In the name of the Soviet Government, I have the honour to reply that the convocation of the Council on M. Holsti's initiative is considered as unwarranted by my Government. The Soviet Government is not at war with Finland and does not threaten it, so that the reference to Article XI of the Covenant of the League is incorrect.

The Soviet Union has a pact with the People's Democratic Republic of Finland which regulates all questions which negotiations with the former Finnish Government failed to achieve.

The People's Democratic Government appealed to the Soviet Union for military assistance to liquidate the war danger created by the Former Finnish Government. M. Holsti's application lacks a legal basis for calling the Council, since M. Holsti and his superiors do not represent the Finnish people.

The Soviet Union will not take part if the Council is convoked for December 9. . . .

Russian Aggression Inspired by Germany

Tuesday, December 5

LORD HALIFAX in a speech in the House of Lords :

. . . The toll of evil flowing from the German example and practice of aggression has grown, and we have witnessed what has been universally condemned as an inexcusable act of aggression by one of the largest upon one of the smallest but most highly civilized nations of Europe—their open towns bombarded, their women and children mutilated and done to death—on the pretext that a nation of under 4,000,000 had hostile designs against 180,000,000. The British people . . . have profoundly admired the magnificent resistance of the Finns.

The Russian attack on Finland seems to me to be a direct consequence of German policy. By the agreement which he thought would give him a free hand to attack Poland it would seem that Herr Hitler bartered what was not his property to barter—the liberties of the Baltic peoples. The sequence of events has shown how wide is the damage once the floodgates are opened.

Earlier in the year we tried to improve our relations with Russia, but always maintained the position that rights of third parties must remain intact and unaffected by our negotiations.

I think that events have shown that the judgement and instinct of the British Government in refusing agreement with the Soviet Government on the terms of formulae covering cases of indirect aggression on the Baltic States were right, for it is now claimed that these formulae might well have been the cloak of ulterior designs, and I have little doubt that the people of this country would prefer to face difficulties and embarrassments rather than feel that we had compromised the honour of this country and the Commonwealth on such issues. . . .

Finland Protests Against Illegal Blockade

Friday, December 8

Statement issued by FINNISH GOVERNMENT on the Russian blockade :

After the aggression against Finland the Soviet Union declared that a state of war did not exist. She has therefore no right now to take blockade measures, which involve not only Finland but other nations.

A blockade in time of peace is permissible only against countries which have violated certain stipulations of the League of Nations —as indeed Russia has done by invading Finland. To be legal, moreover, a blockade must be effective, as was stipulated by the Declaration of Paris of 1856, signed by all civilized countries, including Russia.

As far as is known Russia has no ship at the moment in the Gulf of Bothnia; and no ship can enter, since the Aaland Sea has been closed by mines. Hence, if the blockade concerns the Gulf of Bothnia, it is obviously without legal as well as without practical significance.

It is unlikely also that Russia will be able to blockade the Gulf of Finland effectively considering the length of its coast and the inadequacy of the Russian Fleet to carry out such an operation. Finland, thanks to her coastal defences, aviation, service vessels, and mines, can take effective measures to prevent Russia from carrying out the blockade

THINGS YOU MAY NOT KNOW

Swastika. Known universally nowadays as the symbol of the Nazi Party, and hence of National Socialist Germany, the swastika (Ger. *Hakenkreuz*) was originally a religious sign of great antiquity. Hitler borrowed it from the German Free Corps which helped the Baltic States to obtain independence from Soviet Russia in 1919. It is also incorporated in the national markings of Finnish and Latvian military aircraft coloured blue and red respectively.

Fricordin. A term applied to the Germans by the French soldiers who took part in the occupation of the Rhineland after the last war. It corresponds to the German Christian name "Fritz."

Blimp. The term "blimp" originated in the last war, when British lighter-than-air aircraft were divided into A—rigid, and B—limp (i.e. without rigid internal framework). The modern barrage balloon may therefore be classed as a blimp. The name was borrowed by Low, the cartoonist, for his famous "die-hard" character, Colonel Blimp.

Boche. The word Boche written on the side of the German aeroplane seen in page 418 was the term used by French soldiers for the Germans in the last war, but it is less often heard today. Its origin is doubtful. One suggestion is that it derives from Alboche, a Parisian slang version of the word *Allemand*. Another explanation is that it is an abbreviation of the slang word "Caboche," meaning much the same as the slang expression "napper" for a head.

Oropesa. As explained in page 399, a type of minesweeping float. The name originated from that of a trawler in which the newly-invented gear was first tested.

Fifth Column. A phrase which dates from the siege of Madrid during the Spanish Civil War when General Franco boasted that he had four columns marching on the city and a fifth secret one inside.

Navicert. A name invented by Mr. R. P. Skinner, United States Consul-General in London during the last war. It was a system whereby particulars of all shipments from the United States to Scandinavia were first submitted to the Trade Department of the British Embassy, who immediately cabled the details to London, a decision being reached before the consignment left American shores.

Squadron. A term adopted by the R.A.F. from the Navy and the Cavalry, a Squadron in the R.A.F. corresponds to a regiment in the Army. It is the basic tactical unit, a number of Squadrons forming a Wing, so many Wings a Group, and so to the Command. The Squadron itself is usually divided into two or three Flights, each of at least three machines. If in squadron formation a Squadron of fighters or bombers will fly in a "vee" with three Flights of three machines each.

Artillery Ties. Few people know the meaning of the zigzag red stripe on the Royal Artillery tie; it is derived from the legend in which the pagan father of St. Barbara (patron saint of artillerymen) was killed by lightning for martyring his daughter. The Honourable Artillery Company tie has additional red bars across the zigzag.

Asdic. This word, mentioned by Mr. Churchill in one of his speeches, is an abbreviation for Anti-Submarine Detector Indicator Committee, which invented a type of secret apparatus now used by the Navy.

We Flew from Germany on Clipped Wings

The brief official reports of reconnaissances by British aircraft over Germany hardly did justice to the hazards to which our airmen were often exposed. A broadcast by a New Zealand pilot describing one adventurous flight into enemy territory is here reproduced.

We took off from our base in England at nine o'clock in the evening and settled down on our course for the target at a steady climb, leaving behind us a beautiful moonlight night. In half an hour we were at a height of fifteen thousand feet, where there were 72 degrees of frost. We were now flying along between towering clouds which stretched below us to the sea. We were going to do a reconnaissance of parts of North-West Germany.

About two hours from home we had calculated that we should be near our objectives so we started coming down through the clouds, which now thickened up and were becoming very black. Gunners who had been working their turrets and guns to keep them fit, now reported queer flashes of blue flame playing around the muzzles of their guns, and we could see the same blue flames on our wing tips—lightning.

As the temperature, increasing with our descent, approached freezing-point, a snowy type of ice grew on the control column, on the inside of the windows, and on the instrument panel. When we reached two thousand feet and wiped the stuff from the windows we found that we were just below the clouds—over Germany, a few miles inland. The navigator had done well.

Heading towards our objective a searchlight beam snapped us, but was soon put off as we popped up into the clouds again. We came out of them and flew along at varying low heights to see what we could. The visibility was bad and the black clouds were still there, so I opened my window to see better. It was snowing. The navigator table and the instruments were soon covered again with half an inch of snow and ice. The front gunner could see nothing from his cockpit but white snow—when he came back to see us his helmet and shoulders were buried beneath an inch of the stuff. Shortly afterwards a blinding flash, and a bump bigger than the others, took away our trailing aerial—and knocked all the snow off the instruments.

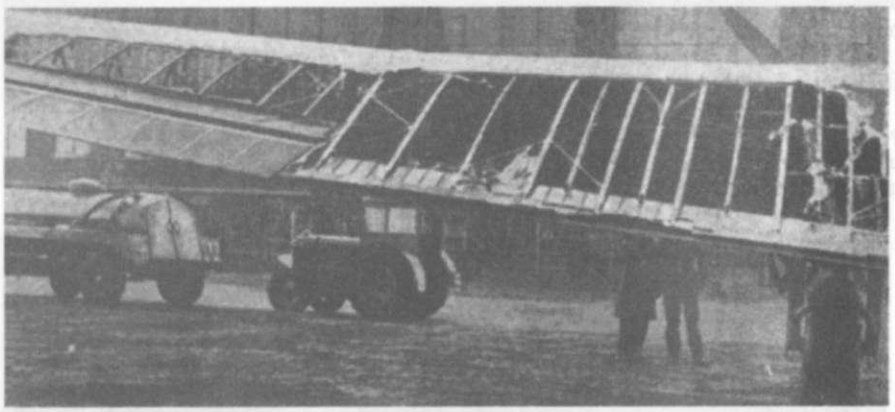
Realising that with conditions as they were we should see nothing more of value here—the tail gunner had already collected some pretty useful information—we set our course for another objective, climbing and circling to avoid a heavy cloud.

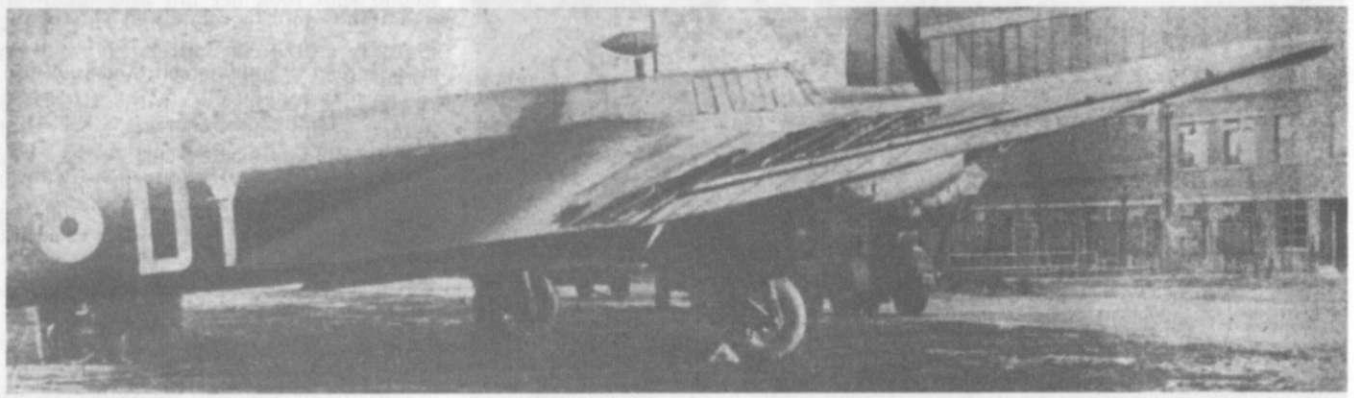
At ten thousand feet, our gyro-horizon froze, and the tail gunner reported "Fighters on our tail," so we decided to go straight through the cloud. Gradually we climbed to nineteen thousand five hundred feet, when the aeroplane, which had been behaving queerly, became uncontrollable and dropped like a stone to one thousand five hundred feet.

We thought we should have to land on the sea, so the navigator went back to prepare the rubber dinghy and collect the rest of the crew. However, as we got down to five hundred feet the engines began to pick up, and when the navigator returned to report "All O.K. for a landing" we were maintaining height at one hundred and ten miles an hour and it seemed that we might be able to make England.

A small winking light shone on the sea and we circled this, turning left. The moon shone through in patches to reveal a choppy sea whipped up by a forty-mile-an-hour gale. The left wing seemed definitely odd, and it was most difficult to straighten up on our course. I mentioned this to the navigator, who said: "Oh yes—when I was getting the dinghy ready I noticed that a bit of fabric had come off the wing."

Later I learned that he had wisely kept to himself the full extent of the damage





These photographs illustrate the dramatic story told in this page by a New Zealander serving in the R.A.F. Taken after the safe return of the aeroplane—an Armstrong-Whitworth "Whitley" heavy bomber—one wonders anew how any flying machine with wings thus battered could stay in the air, let alone reach its base. Fortunately the aileron control flaps on each trailing edge appear undamaged, but even so it was a fine feat of airmanship that brought the "Whitley" home from over enemy territory.

Photos, British Official, Crown Copyright

which must have horrified him at the time—the port wing was almost completely stripped of fabric, and there was a large lump missing from the starboard one. This did not stop him working out a careful course for home. Three hundred and fifty miles to go. Flying at five hundred feet to avoid the high wind and to make things safer for a possible landing, we encountered a couple of rain-storms which we could not go under or around.

After two-and-a-half hours of this the wireless operator obtained three good bearings from a station near the East Coast before our wireless ceased to function. Nearly an hour later we sighted land ahead and clear weather. It was not long before we found an aerodrome and landed at half-past three in the morning, never before so pleased to set our feet on the earth. There we had a look at the wings and almost died of fright.

However, the experience had not all been ours. We were soon talking with others who had been on the same trip: in one machine the tail gunner's eyebrows became frozen up when the aircraft was at twenty-one thousand feet, where there were 72 degrees of frost. They had also run into this electrical storm and had seen the weird blue flashes playing around the wing tips and guns, and some bigger flashes which lit up the whole aircraft.

Two of the gunners of the other machines suffered from frostbitten fingers and another pilot described what he called a firework display, such as was seen by pilots in the last war: "flaming onions"—green balls of fire coming up from the ground as though someone were throwing cricket balls up at a terrific speed. He was able to avoid these and watch them fly harmlessly by into the clouds. This particular machine encountered terrific headwinds at the height it was flying—up to eighty miles an hour from the west. Because of this it took many hours to reach home. They landed in daylight with a broken wireless, having navigated the whole of the way back with a sextant.

Captain Stubbs was in command of the 10,000 ton refrigerator ship "Doric Star," which was the largest of the "Graf Spee's" victims. His own story is told in page 541.
Photo, G.P.U.

I Saw The 'Admiral Graf Spee' Attacked

The first big naval engagement of the war was the battle of the River Plate, fought on December 13 between the German pocket battleship "Graf Spee" and the British cruisers "Exeter," "Ajax," and "Achilles" (see pages 526–530). The following actual eye-witness account of the action is reprinted from "The Star."

A DRAMATIC account of the battle between the "Graf Spee" and the British cruisers was given by a director of the Havas News Agency, who was on board the French liner "Formose."

"I left Le Havre on November 11 for Rio Plata," he said.

"As we entered the last stage of the voyage the 'Formose' intercepted a message from the 'Graf Spee' warning the cruiser 'Ajax' to pick up the crew of a British cargo boat she had just sunk. The message did not give the position where the sinking had taken place.

"A few minutes later a neutral ship signalled the position of the 'Graf Spee.' The German warship was apparently then only 30 miles from the 'Formose,' travelling at some 24 knots.

"Our commander, Captain Baton, immediately changed our course and sought the shelter of the coast. The danger was kept a strict secret from the passengers.

"The 'Graf Spee's' position was again signalled three hours later at 1 p.m., this time approaching the coast at a reduced speed, apparently making for Montevideo.

"At 6 p.m. we were within sight of the Uruguayan coast. Almost at the same moment we sighted the 'Graf Spee.' She was sailing parallel with us, and soon afterwards fired four shots—at whom we could not see. She continued parallel with us for some 10 miles, reducing her speed and seeming to watch the 'Formose.'

"Most of the passengers were still unaware of the nationality of the ship and thought she was having gunnery practice.

"At 7.30 p.m. we saw another warship a long way out to sea, but approaching at a great speed. She was a British cruiser, and she opened fire on the German.

"The first shell missed the 'Graf Spee,' but the range was then rectified, and the second shot took her fair and square in the stern. The cruiser then threw out a smoke screen to hide herself, and took up the chase at full speed.

"The 'Graf Spee,' surprised by the sudden attack, increased her speed and replied with a volley of four shots, all of which fell wide. Taking advantage of her hesitation, the cruiser pressed the attack without allowing her the slightest breathing space.

"When night fell, about 8.30, the Graf Spee' was still firing shells, seemingly at random, and she disappeared into the darkness still pursued.

"At 10.15 a.m. on December 14 we sailed in to the quayside at Montevideo, passing within 100 yards of the damaged 'Graf Spee.'"

Captain Langsdorff, of the "Admiral Graf Spee," scuttled his ship in accordance with orders received from Berlin. He is seen above, wearing his Iron Cross, on a tug at Buenos Aires, surrounded by members of his crew. His cheerful demeanour does not suggest that he had heard the opinion of Naval men of many nations on his ship's end.
Photo, Associated Press

I WAS THERE!

We Were Prisoners On the 'Graf Spee'

On board the "Graf Spee" as prisoners were the captains of six British merchant ships, who were uncomfortably aware of the action although they saw nothing of it. These accounts are due to the "Daily Express," Reuters, and British United Press.

CAPTAIN STUBBS, of the "Doric Star," said: "It was about six o'clock in the morning when a German officer came down and said, 'Gentlemen, I'm afraid we'll have to leave you to your own devices.' We didn't know what he meant.

"Our quarters were pretty cramped, right under one of the 'Graf Spee's' gun turrets.

"Then we heard the roar of guns in the distance and we knew that our lads had spotted the Nazi battleship.

"Next minute the 'Graf Spee' rolled drunkenly. There was a tremendous crash over our heads. She had opened fire.

"We thought it would never end. We counted 17 hits altogether on the 'Graf Spee.' Did we cheer and sing?

"It was the strangest position I've ever known in my 40 years at sea.

"Some fellows were cool. They had begun shaving before the battle started—and they went on shaving.

"I had a sore throat and was gargling when a fragment of shell tore into our quarters. It did not hurt anyone, but it made me swallow my gargle.

"The worst part of all was when the 'Graf Spee's' guns just overhead fired. It was like an earthquake.

"The best part was when the German officer finally came down and said, 'Gentlemen, the war is over for you. We have just entered Montevideo harbour.'

"That, we knew, meant a British victory."

Captain Charles Pottinger, of the steamer "Ashlea," which was captured on October 7, said:

We were treated fine on board the "Graf Spee." Once her commander told me he was proud to say that not a single British life had been lost by his exploits.

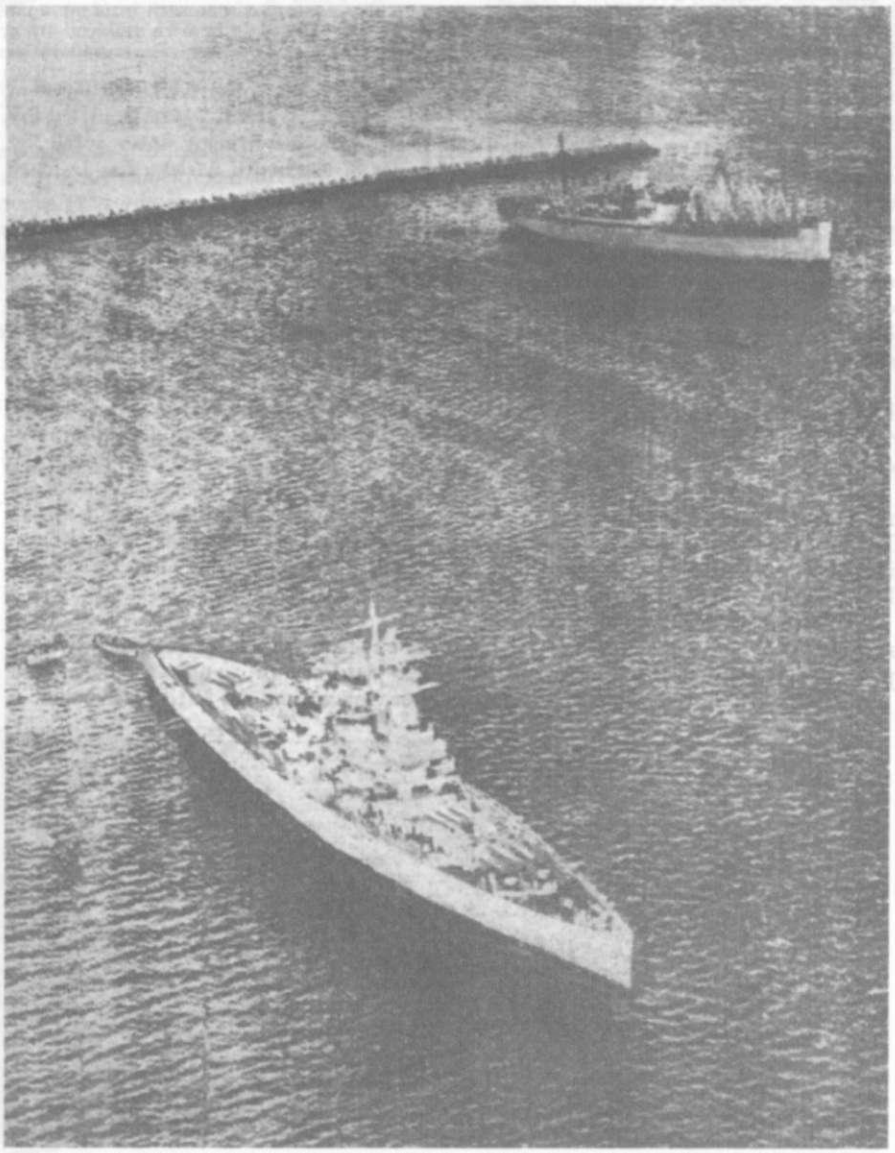
Mostly we prisoners played rummy and sat around, talked and smoked. The Germans let us keep our money when we were captured, and allowed us to buy cigarettes from their ship's stores.

Late on Tuesday (December 12), while I was exercising with Captain Stubbs, of the "Doric Star," I noticed an atmosphere of unusual tension on board. Officers began hurriedly inspecting gun stations and controls.

Captain Charles Dove, master of the sunk British tanker "Africa Shell" was on the "Graf Spee" during the battle (see p. 542).

Captain Pottinger of the "Ashlea," another of the "Graf Spee's" victims also heard the battle from within the German ship.

Photos. G.P.U. and Planet News



Moving out of Montevideo harbour goes the "Graf Spee" on what was to prove her last journey. In the foreground of this remarkable photograph, wirelessed across the world, is the "Graf Spee," while behind is the "Tacoma" which had just refuelled her. To the left is a quay packed with spectators.

I WAS THERE!

A young lieutenant who had been particularly friendly to us all walked by at that moment, and, while I never expected a reply, I asked him what was the matter. Turning and eyeing me severely, he observed, "We are expecting an attack, and I admire the courage of men who plan to attack the 'Graf Spee' with such little ships."

About five o'clock on Wednesday morning the hurry and scurry stopped. Most of the prisoners thought that the sudden lull was due to the fact that the danger was past, and many of us dozed. I must have slept several hours, but it seemed like five minutes later when a roar woke me.

Commands began to come through the loudspeaker. The "Graf Spee's" engine revolutions changed from a steady thud to an almost continuous roar .... Suddenly I felt the ship shudder slightly, and a great roar of orders broke out again. This must have been the "Exeter's" first hit.

For the next forty minutes there was pandemonium. We listened, counting the roars as the "Graf Spee" fired. When the count went past twenty we knew the Germans had run into something big.

We felt the dull thuds that followed every time the British shells found a mark. I don't know whether any of us was afraid to die. I do know that if ever I was afraid of death it was then. It's one thing to pass out during illness; it's different when you feel fit and strong to be faced with the prospect of drowning slowly behind a locked steel cabin door.

The firing stopped as suddenly as it had started. It seemed obvious that the "Graf Spee" must have sunk whatever enemy he had faced.

Although normally I am not very religious, I dropped on my knees to pray. I couldn't say what I prayed for—whether it was for my own safety or for the poor lads I thought must have gone down.

Captain Dove, of the "Africa Shell," revealed a tribute that one German had paid to the British.

"After the battle," he said, "Captain Hans Langsdorff, commander of the 'Graf Spee,' called me to the bridge and said, 'Your cruisers made a very gallant fight. When people fight like that, all personal enmity is lost. Those British are hard.'"

Captain Dove added that another officer said to him: "You fellows have been prisoners here for quite a while. Now it looks as if it's our turn."

"I was treated all right on board," Captain Dove added. "I even struck up a friendship with the commander, who instructed a tailor to make me heavier clothes owing to the cold weather.

"When the battle started yesterday they bolted the door, and I did not know what was happening until I heard the 'Graf Spee's' guns and felt the impact of the British shells upon the ship's hull.

"It was a funny feeling. We wanted the 'Graf Spee' to be sunk, but we couldn't help wondering what would happen to us."

Captain Dove said that the German battleship thought she was near some cargo ships when she sighted the cruiser "Exeter."

"The order to man action stations was sounded. I and my colleagues were locked up in the mess deck. The 'Graf Spee' opened fire and the 'Exeter' immediately replied. According to our reckoning the 'Graf Spee' was hit at least 16 times.

"We played cards, including bridge, throughout the battle. One shell exploded near us, and we kept splinters of it as souvenirs."

I Scuttled My Ship to Avoid Capture

When stopped on the high seas by British warships or 'planes many German merchant ships were scuttled to avoid capture. The graphic story of one such incident among many that have astonished the world is here reproduced by arrangement with Reuter's Agency

On December 2 the 9,500-ton German liner "Watussi" was scuttled by her captain after being intercepted by 'planes of the South African Sea Defence Force.

Captain Stamer, who is now a prisoner in South Africa, said that his ship was not bound for Germany when she was sighted.

The reason he fired the ship was that "It is the unwritten law of the sea that a captain never allows his command to fall into enemy hands."

When a South African military aeroplane demanded the name of the ship he realized that there was no chance of escape and played for time, meanwhile provisioning lifeboats with two weeks' supplies and mustering the passengers on deck.

The passengers' quarters were then set on fire, the seacocks opened, the Nazi flag run up and the crew and passengers swung out in their lifeboats.

"I knew from the experience of the French liner 'Paris' that the best place to set fire to the liner was in the wood-panelled passengers cabins and the corridors," said Captain Stamer.

"When the aeroplane ordered me to recall the boats or take the consequences it was too late to turn back as the ship was blazing below decks.

"In any case I would not have turned back as I was determined that my ship should not be captured.

"We were only in the lifeboats an hour before we were all picked up by a British warship. We could not have been better treated by the Royal Navy. The captain gave me a much-needed drink and the passengers were given coffee and food. My crew also received every attention.

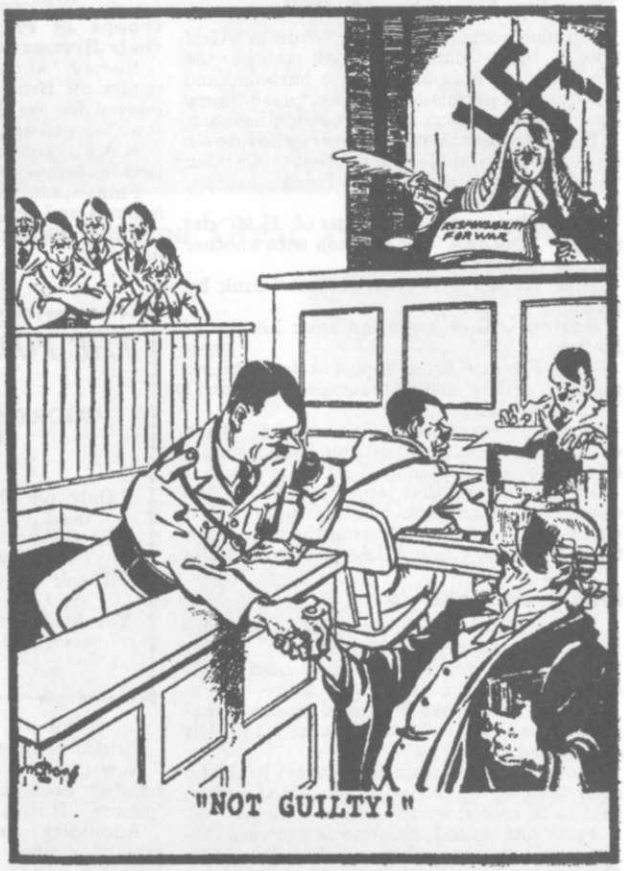
"The lifeboats made good speed in the stiff wind; we must have looked like a Saturday afternoon regatta," concluded Captain Stamer with a laugh.

Above is the 9,500-ton German liner "Watussi," whose end is described by her captain in this page, as she was seen after her sea-cocks had been open and the fire, started by her captain's orders, was blazing fiercely. The "Watussi" was the seventeenth German merchant ship to be scuttled to avoid capture. When the sinking of the "Columbus" on December 19 brought the number up to 18, the total tonnage lost by the Nazis in this way was 124,637. *Photo. Central Press*

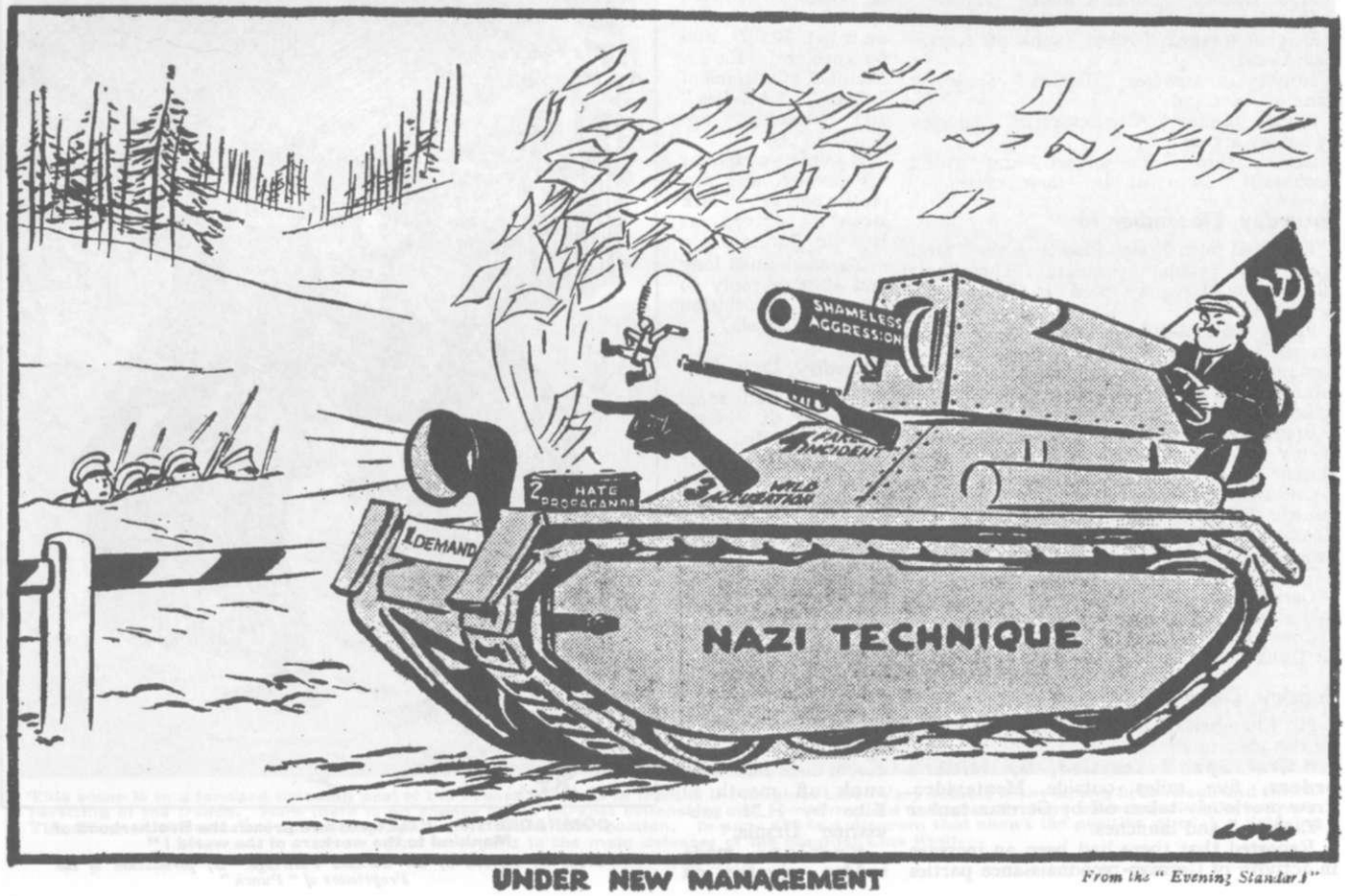
Russia Unmasked by the Cartoonist's Pencil

"Our Ambassador Can't Come—Will I Do?"
From the "Daily Mirror"

THE well-nigh universal horror which the invasion of Finland by Russia engendered is reflected by the cartoons that appeared in newspapers all over the world. Two, typical of hundreds of others, are reproduced in this page, while the third of our selection shows with biting truth the only court in which Hitler could get a verdict of "Not guilty."



'MEIN VERDICT'
From the "Melbourne Argus"



UNDER NEW MANAGEMENT
From the "Evening Standard"

OUR DIARY OF THE WAR

Thursday, December 14, 1939

German pocket battleship "Admiral Graf Spee," badly damaged, took refuge the preceding night in Montevideo harbour, and was granted permission to stay for 48 hours. Five British cruisers waited outside harbour.

Five Messerschmitt fighters shot down in air battle over Heligoland Bight. German warships joined in attack on British aircraft. R.A.F. lost three machines.

Admiralty announced loss of H.M. destroyer "Duchess" by collision with another British warship.

H.M. trawler "William Hallett" sunk by mine.

Soviet Union expelled from League of Nations.

New Russian drive reported in Petsamo region. Finns claimed success in central "waistline" area.

French communiqué announced sharp engagements between reconnaissance units in the Vosges and along the Blies.

Premier stated that approximately 2,100 officers and other ranks lost their lives in first three months of war. During the same time there were 2,975 road deaths in Great Britain.

Friday, December 15

British forces off Montevideo joined by French battleship "Dunkerque." The "Graf Spee" reported to have been given until 11.30 p.m. on Saturday to leave.

R.A.F. machines bombed enemy seaplane bases of Borkum, Norderney and Sylt during night of 14-15.

Finns withdrew from Salmijaervi in Arctic after blowing up nickel mines. Red armies said to be routed north of Lake Ladoga.

Paris announced encounters between advanced units in regions immediately west of the Vosges.

Prime Minister went to France to visit the B.E.F.

H.M. trawler "James Ludford" mined.

British tanker "Inverlane" reported mined.

Belgian steamer "Rosa" sunk off North-East Coast.

Norwegian steamer "Foeina" sunk by mine off Scotland.

British tanker "Atheltemplar" damaged by enemy action.

German ships "Duesseldorf" and "Adolf Leonhardt" scuttled by their crews.

Saturday, December 16

Reported from Montevideo that the "Graf Spee" was getting up steam. Time limit allowed by Uruguay said to have been extended.

Finns continued to hold their own except in extreme north. There was a successful Finnish counter-drive in Suomossalmi district and area immediately north of Lake Ladoga.

French communiqué reported repulse of enemy raid on French post east of the Moselle.

One British and four neutral ships reported mined: British steamer "Amble," Norwegian steamers "Ragni" and "H. C. Flood," Swedish vessel "Ursis," Greek steamer "Germaine."

German merchant ship "Teneriffe" scuttled after being intercepted.

Count Ciano spoke in the Italian Chamber on Italian foreign policy.

Sunday, December 17

Mr. Chamberlain continued his tour of the British area in France.

"Graf Spee" scuttled, by Hitler's orders, five miles outside Montevideo. Crew previously taken off by German tanker "Tacoma" and launches.

Reported that there had been an increase in activity of German reconnaissance parties on the Western Front, and that **British troops in Maginot Line had suffered their first casualties.**

Enemy aircraft appeared at several points off British coast. Anti-aircraft guns opened fire in Humber district and fighters were seen to engage the enemy.

R.A.F. carried out further raids on German seaplane bases of Norderney and Sylt.

Finns standing fast on two fronts: Karelian isthmus and central "waistline" area.

First contingent of Canadian Forces landed in Britain.

THE POETS & THE WAR

XIII

MORE THAN A POUND OF FLESH

By William Bliss

"Only ten thousand of your brothers dead;
"Of those whose death I planned but five per cent!
"Thank your kind Leader!" Thus the Leader said.
Yet Shakespeare's Jew with less had been content.

—*The Observer*

British motor-ship "Serenity" and trawler "New Choice" sunk off East Coast by bombs and machine-guns from Nazi 'planes. British aircraft drove off raiders.

Admiralty announced that five officers and 56 ratings of H.M.S. "Exeter" were killed in action on December 13.

Commodore Harwood, in command of British action against "Graf Spee," awarded K.C.B. and promoted Rear-Admiral. Captains of "Ajax," "Achilles" and "Exeter" appointed C.B.

Battle-cruiser "Renown" and aircraft-carrier "Ark Royal" arrived at Rio de Janeiro.

Moscow issued long and abusive reply to League's resolution expelling Russia.

Monday, Dec. 18

Captain and some of crew of "Graf Spee" landed at Buenos Aires. Four others arrested by Uruguayan authorities, charged with blowing up their ship.

Fierce air battle over Heligoland Bight. Twelve Messerschmitt fighters shot down. Seven British bombers failed to return.

Admiralty announced that a **German cruiser** of Koeln class had been **sunk** off mouth of Elbe by H.M. submarine "Ursula."

Russians made sudden advance on Arctic front with massed infantry, tanks and bombers, and reached Pitkaejaervi. New Soviet attack on Karelian isthmus also reported.

German troops reported to be massing on Luxemburg frontier.

Admiralty supplied details of exploits of H.M. submarine "Salmon," announced on December 13. Besides one enemy cruiser sunk, two were damaged.

Announced that only **10 ships out of 1,100** entering or leaving ports had been **lost** round British coasts during first ten days of December.

Confirmed that German steamer "Antiochia" was scuttled during November.

Admiralty and Air Ministry issued joint statement on attacks by enemy aircraft with bombs and machine-gun fire on merchant and fishing vessels in North Sea.

Tuesday, December 19

Prime Minister returned from visit to B.E.F., after meeting of Supreme War Council in Paris.

Further Russian advance in north-east of Finland, threatening highway to Arctic and rearguard of Finnish troops near Petsamo.

Helsinski and other coastal towns bombed by Soviet aircraft.

Russian battleship reported sunk by Finnish batteries at Koivisto.

German liner "Columbia" scuttled 300 miles off U.S. coast.

Marked activity of contact units reported from Western Front.

Eleven more cases of bombing and machine-gunning of fishing trawlers made known. Of these, "Active" and "Zealous" were sunk.

British steamer "City of Kobe" sunk by mine after surviving bombs and bullets from aircraft.

Three neutral ships reported sunk through enemy action: Norwegian steamer "Glitrejell"; Danish steamers "Jytte" and "Bogoe."

COMRADESHIP. "Go forth and preach the Brotherhood of Mankind to the workers of the world!"

From the cartoon by Sir Bernard Partridge. By permission of the Proprietors of "Punch"